



East Dunbartonshire Council

Travel Survey 2021

Research Report

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East Dunbartonshire Council

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EXECUTIVE SUMMARY

Introduction

This report presents the findings to emerge from research carried out by Research Resource on behalf of East Dunbartonshire Council in order to develop a picture of travel behaviour in East Dunbartonshire.

Methodology

A total of 832 respondents were surveyed using a mixed methodology. A total of 721 interviews were achieved from the face to face, in town centre research. Interviews were spread across the main towns and villages in East Dunbartonshire between 10th and 16th February.

This was augmented with an online survey which was available to East Dunbartonshire residents between the 25th of September and the 9th of October 2021. This was promoted via a press release from East Dunbartonshire Council and through the Council's social media channels. A total of 111 responses were received to this.

Both data sets have been merged in order to provide a picture of travel across East Dunbartonshire.

Key findings

Overall, 37% of respondents said **the pandemic had changed their travel behaviour**. The main reason was where respondents were as a result travelling less now they were working from home (40%). Other reasons included avoiding public transport (20%), where respondents were now walking or cycling more than they used to (17%) or where respondents said they were now going out or travelling less or were being more cautious (17%).

Car was the **most commonly used mode of transport** by respondents with 60% of respondents overall stating that this is their main mode of transport. 25% overall stated that bus or coach was their main mode of transport. Walking was the main mode of transport for 10% of respondents and cycling for 4%.

Just over one in ten respondents (14%) **are making journeys of under one mile by car** on a daily basis and a further 21% are doing so approximately 3-6 times per week. A third of respondents never do this.

In terms of the profile of **journeys made in a typical week**, journeys to the supermarket were most likely to be made (83%) followed by journeys to local shops or services (66%) and visiting family or friends (55%).

For each of the types of journeys made, respondents were asked what modes of transport were an **option** for them to make that journey and then what was the main mode of transport they **used** when they last made that journey. The key findings of this were:

- For journeys involving children (i.e. to school or to kids' activities) car was most likely to be an option and also most likely to be used with little difference between the proportion stating it was an option and the proportion stating they use this. However, in terms of walking, c.30% more respondents feel that it would be an option than actually used this as their mode of transport.
- It is interesting to note that walking children to school was perceived as an option for 64% but only used by 32% and for travel to kids' activities it was perceived as an option for 49% of respondents but only used by 16%.
- When travelling to the supermarket, local shops or town centres, car is again the most likely to be perceived as being an option and most likely to be used. Again, there are large differences between the proportion of respondents stating that they could walk compared to those that do walk. This was most notable in terms of walking to local shops where 87% felt it was an option but only 55% said they did this.
- Travel to work showed again that car was most likely to be an option and most likely to be the mode of transport used. Gaps were noted between the potential for bus travel (42% consider this an option and 14% use) and train travel (26% consider this an option and 7% use).
- When visiting friends or family or travelling to leisure interests, again the car is most likely to be considered to be an option and most likely to be used. Bus, train and walking were all considered to be options, but many fewer respondents were actually using these as modes of transport than those that considered these an option.

Respondents were asked to state how **important** a range of issues were **when choosing how they will make any journey**. They were asked to rate importance on a scale of 1 to 10 where 1 was not at all important and 10 was very important. To allow for meaningful analysis of this a mean or average rating for each issue has been calculated. This showed that most important were:

- Safety (mean rating of 8.93)
- Ease or convenience (mean rating of 8.83)
- Ability to carry things e.g. shopping (mean rating of 8.45).

When asked to respond to a series of **attitudinal statements** about transport, respondents were most likely to agree (either agree strongly or agree slightly) to the following statements:

- Most trips or journeys I make I just use the same mode of transport I always do without thinking about it very much (76% agree)
- I know how to get hold of more information about different means of transport (71% agree).
- I am aware of the local community benefits of reducing my car usage (69% agree)
- I am aware of the health benefits of changing from the car to another mode (66% agree)

Respondents were least likely to agree with the statements:

- I would cycle more for journeys if I felt there was a safe way to do so (17% agree)
- Nowadays I walk, cycle or get the bus or train for journeys that I previously used the car (22% agree).
- I should consider other means of transport more frequently (24% agree)

1. INTRODUCTION, BACKGROUND AND METHODOLOGY

1.1 Introduction

This report presents the findings to emerge from research carried out by Research Resource on behalf of East Dunbartonshire Council in order to develop a picture of travel behaviour in East Dunbartonshire.

1.2 Background and Objectives

East Dunbartonshire Council currently relies on national datasets such as the Scottish Household Survey for travel survey data, however, the quantity and quality of this data for the local area fluctuates from year to year. The Council therefore wish to have a more effective database for displaying accurate representations of travel behaviour of residents of East Dunbartonshire as this has implications for the quality of monitoring the Council is able to undertake within policy documents and for project work.

The Council committed to carrying out a survey of travel behaviours in East Dunbartonshire within the Local Transport Strategy 2020-2025 which will provide robust data which will allow an understanding of travel behaviour in East Dunbartonshire to be developed and to assist in developing policy and monitoring progress being made against delivering on the Transport Planning Objectives within the Local Transport Strategy 2020-2025.

This project was funded through the Smarter Choices, Smarter Places (SCSP) scheme, administered by Paths for All on behalf of the Scottish Government. The aim of the Council's SCSP programme is to raise awareness of the opportunities to walk, cycle and use public transport, to encourage more active travel and reduce car trips for short distances and single occupant car trips overall.

The Council undertook its first East Dunbartonshire Travel Survey in 2020. This provided a baseline level of data for travel behaviours and attitudes of residents in East Dunbartonshire and users of the four town centres.

The 2020 East Dunbartonshire Travel Survey was completed through face-to-face interviews on-street and through an online survey. Part of the 2021 research requirement was to conduct a review of the 2020 travel survey to ensure the questions remain relevant and valid in the current setting, recognising the effects of the pandemic on short and potentially long-term travel behaviours.

1.3 Research Method

The travel survey research questionnaire was designed to profile the travel behaviour in East Dunbartonshire. As mentioned above the 2021 questionnaire was largely based on the 2020 questionnaire. However, a key requirement was to review the questionnaire to ensure that the questions reflected the impact of the pandemic on travel behaviours. A copy of the questionnaire is available in appendix 1 of this report.

A combined research methodology was used, which was designed to be replicable in order that the survey could be carried out in future years as an ongoing initiative.

A programme of research was carried out on a face to face basis in town centres across East Dunbartonshire during a two week period between the 25th September and the 9th of October 2021. The on-street questionnaire was conducted at a number of locations throughout the authority area to deliver representations from the authority as a whole. This included the four town centres (Bearsden, Bishopbriggs, Kirkintilloch and Milngavie), village centres and place areas (Auchinairn, Hillhead and Harestanes, Lennoxtown and Twechar). The programme of research was designed taking account of local intelligence on footfall and interviewing was, within local areas, spread across the town centre to include different times of the day and different days of the week.

The same survey questionnaire was promoted by East Dunbartonshire and made available to complete online for East Dunbartonshire residents over the period from the 28th of September to 8th October 2021. This was promoted by the Council via a press release and also through social media channels.

A total of 721 interviews were achieved from the face to face, in town centre research. All interviewing was undertaken by Research Resource's highly trained and experienced interviewers. Interviews were carried out in line with the Market Research Society Code of Conduct, in accordance with our ISO20252 accredited policies and procedures and data treated as confidential in line with the General Data Protection Regulations and the Data Protection Act 2018.

Interviews were completed in the following locations:

Area/ Location	No of interviews
Bearsden	140
Bishopbriggs	140
Kirkintilloch	141
Milngavie	140
Auchinairn	40
Hillhead and Harestanes	40
Lennoxtown	40
Twechar	40
Total	721

This was augmented by a further 111 surveys which were completed via an online survey.

1.4 Data analysis

All face-to-face interviewing was completed on tablet devices using SNAP software. Once interviewing was completed. Quotas were checked to ensure these had been met and all data was checked for any errors and open-ended questions were coded. Data tables were then produced for each of the different levels of reports required (face to face survey, online survey, overall survey results, by SIMD, by main travel method and demographic profile).

In addition, geographical analysis has been carried out based upon the respondent's home postcode (where this has been provided) in order to allow more localised analysis of travel behaviour and attitudes across place areas in East Dunbartonshire.

1.5 Presentation and interpretation of results

This report details the findings of the survey for East Dunbartonshire Council overall and includes some comparisons between different demographic groups and survey sample groups where appropriate and statistically significant. Analysis has been carried out by age, for those within the most deprived areas compared to those living in other areas and also by geographical area.

In reading these reports, a number of points should be noted:

- The weather during East Dunbartonshire Travel week was a mix of wet and dry weather. It should be noted that in the 2020 survey the weather was particularly poor with wind and heavy rain experienced. Anecdotally, respondents in town centres in 2020 were saying that the mode of transport they had used that day was not what they usually used therefore analysis of the most recent travel behaviour for 2020 should be read with this in mind.
- Respondents to the online survey had to opt-in to the survey and therefore may be more interested in the subject than for East Dunbartonshire residents as a whole and may not be representative of the wider population.
- Analysis of subgroups will be less robust and the margin of error associated with these will be larger. Subgroup analysis should therefore be treated with caution.

When reporting the data in this document, in general, percentages in tables have been rounded to the nearest whole number. Responses greater than 0% but less than 0.5% are shown as 0% and responses between 0.5% and less than 1% are rounded to 1%.

Columns may not add to 100% because of rounding or where multiple responses to a question are possible.

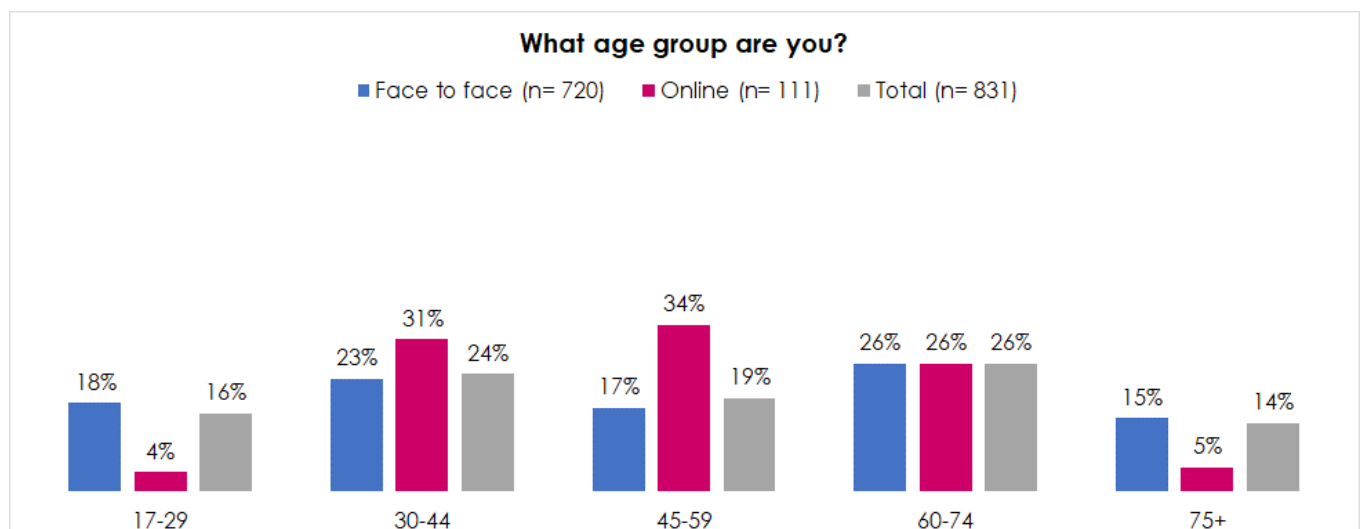
The total number of participants to each question is shown either as 'Base' or 'n=xxx' in the tables or charts. Where the base or 'n' is less than the total number of participants, this is because participants may be 'routed' past some questions if they are not applicable. Due to the self-completion nature of the online survey, not all respondents answered all questions. This will also be a factor in the variation in bases for some questions.

2. KEY FINDINGS

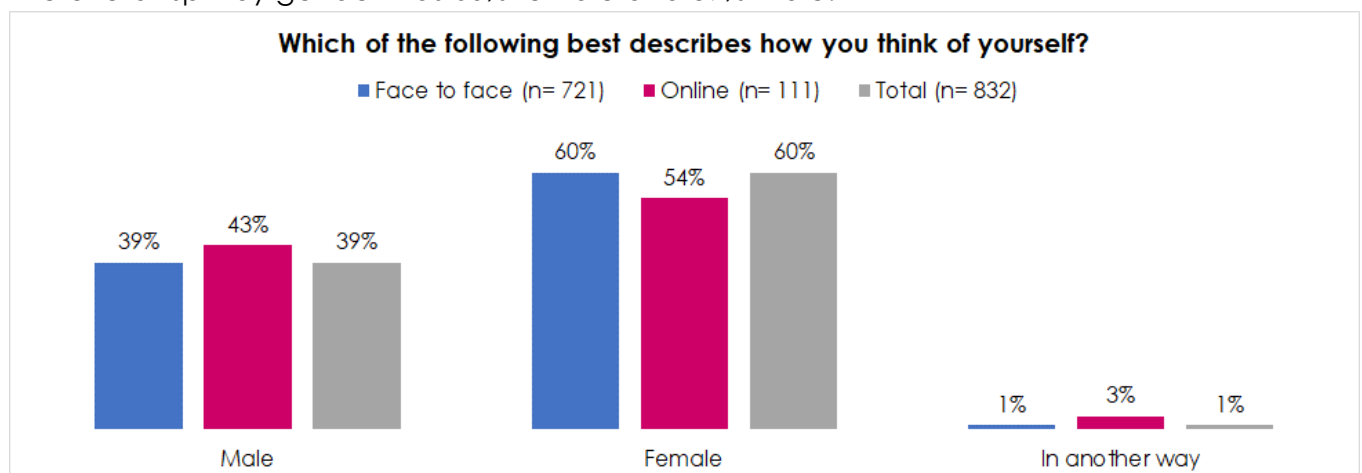
2.1 Respondent profile

The following charts illustrate the profile of respondents to the surveys, showing firstly the face to face survey response profile, then the online response profile then the overall combined response profile.

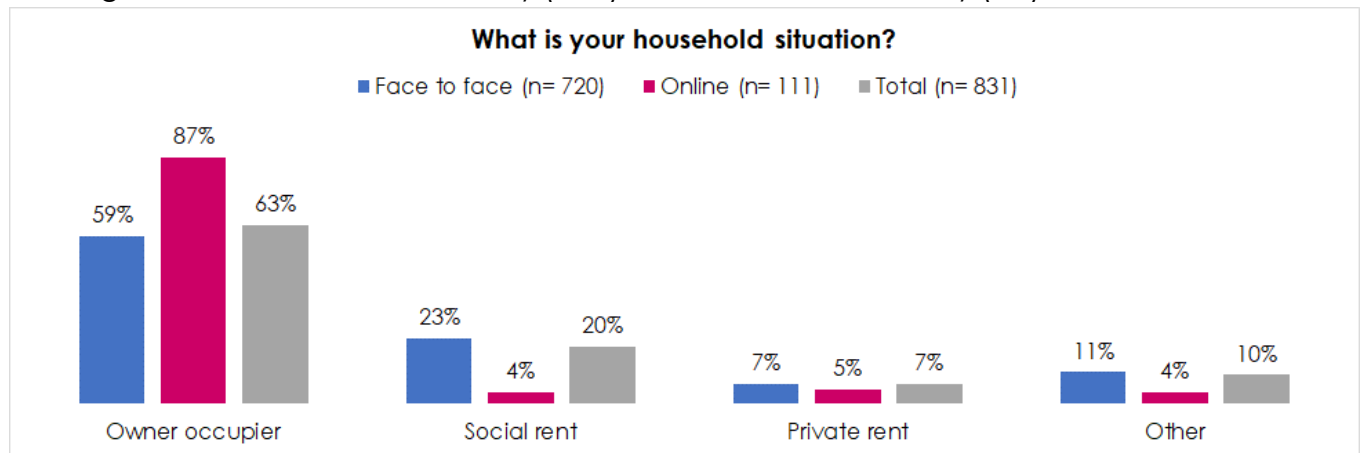
Firstly in terms of age, there were notable differences between the face to face and online surveys with more younger and older respondents to the face to face survey than was the case to the online survey. The vast majority of respondents to the online survey (74%) were aged between 30 and 59. Respondents to the face to face survey were more spread across age groups with 18% aged 17-29, 23% aged 30-44, 17% aged 45-59, 26% aged 60-74 and 15% aged 75+.



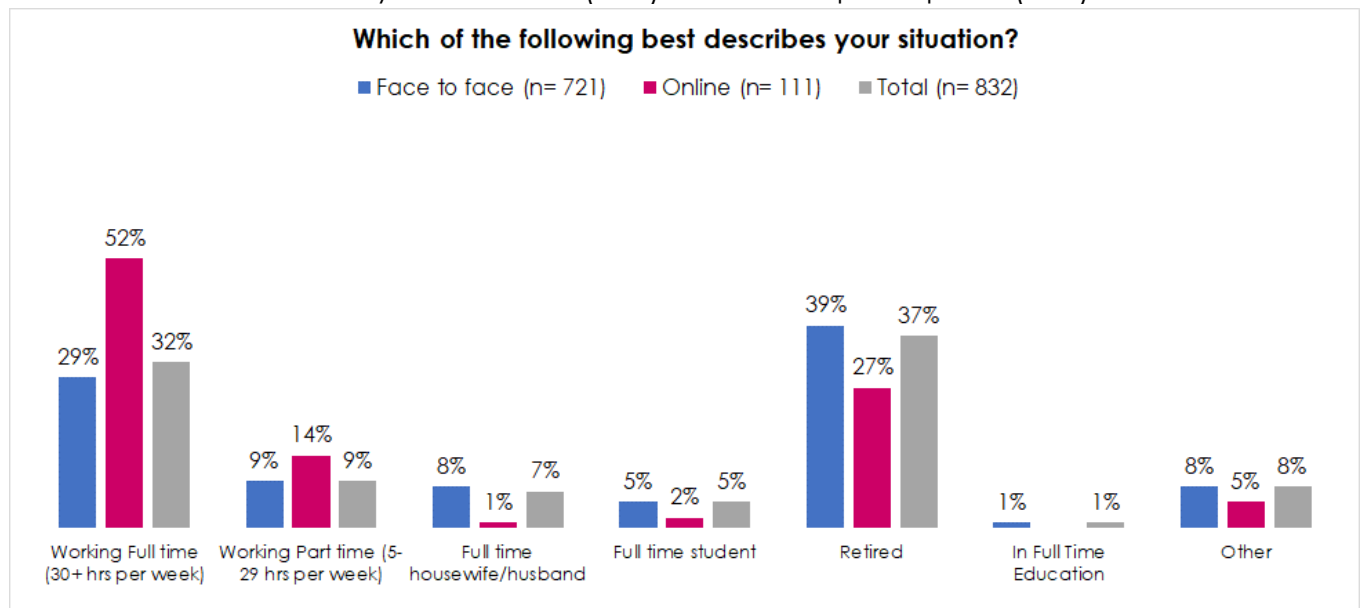
More females than males responded to the survey in both the face to face and online surveys. The overall split by gender was 60% female and 39% male.



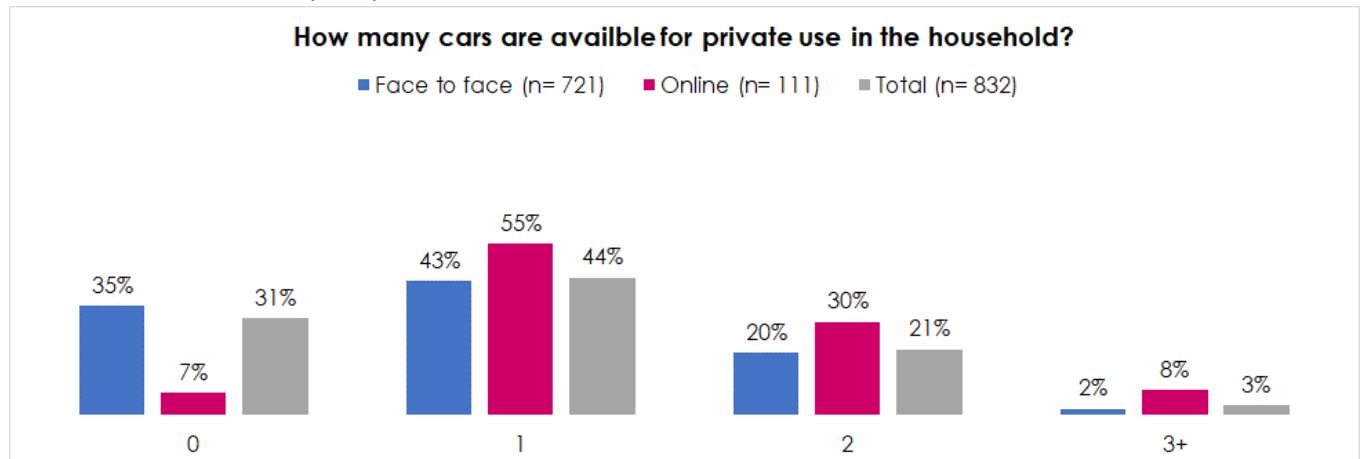
The greatest proportion of respondents to both the face to face and online surveys were owner occupiers (87% of face to face respondents and 63% of online survey respondents). There were a greater proportion of face to face survey respondents who rented from a housing association or local authority (23%) than in the online survey (4%).



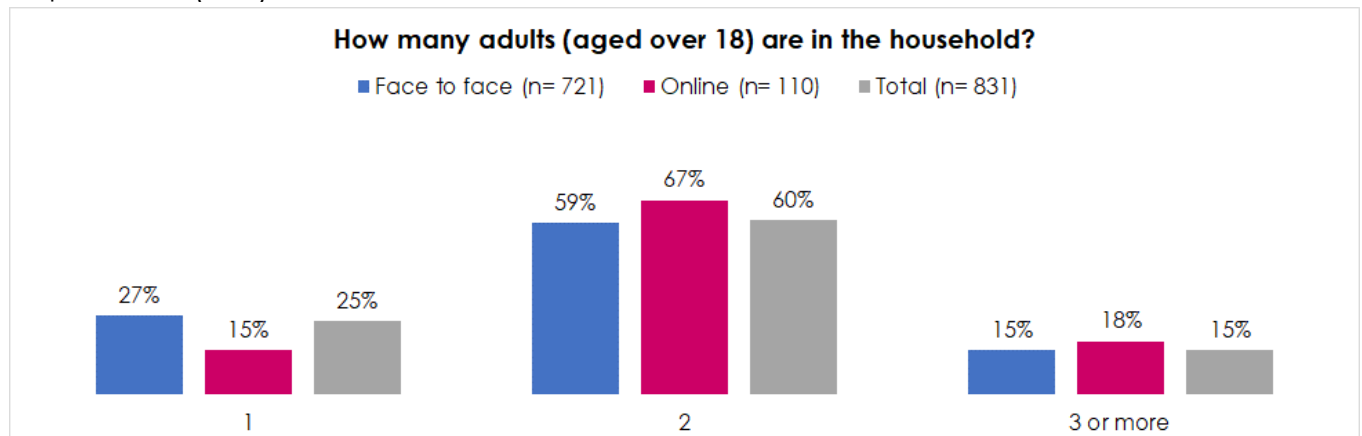
With regards to occupation status, over half of online respondents were working full time (52%) compared to 29% of face to face respondents. Those who completed the survey on a face to face basis were more likely to be retired (39%) than online participants (27%)



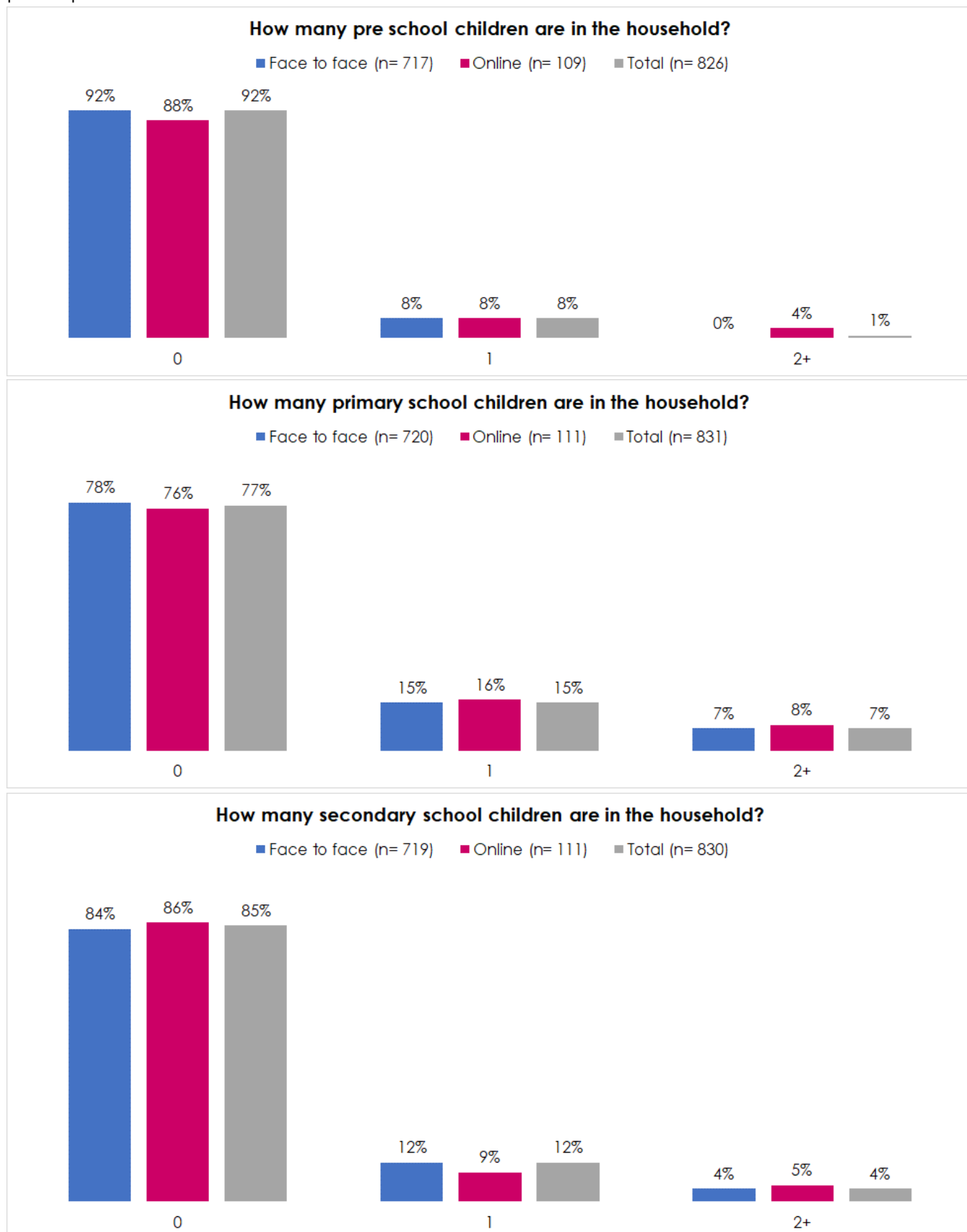
In terms of the car ownership profile, a greater proportion of face to face survey respondents (35%) had no cars available for private use in the household than was the case for online survey respondents (7%). Online survey respondents were more likely to have multiple cars available for use in their household with 38% having access to 2 or more cars compared to 22% of face to face survey respondents.



The greatest proportion of respondents to both surveys lived in households with 2 adults (59% of face to face survey respondents and 67% of online survey respondents). Those who completed the survey on a face to face basis were more likely to live alone (27%) than online survey respondents (15%).

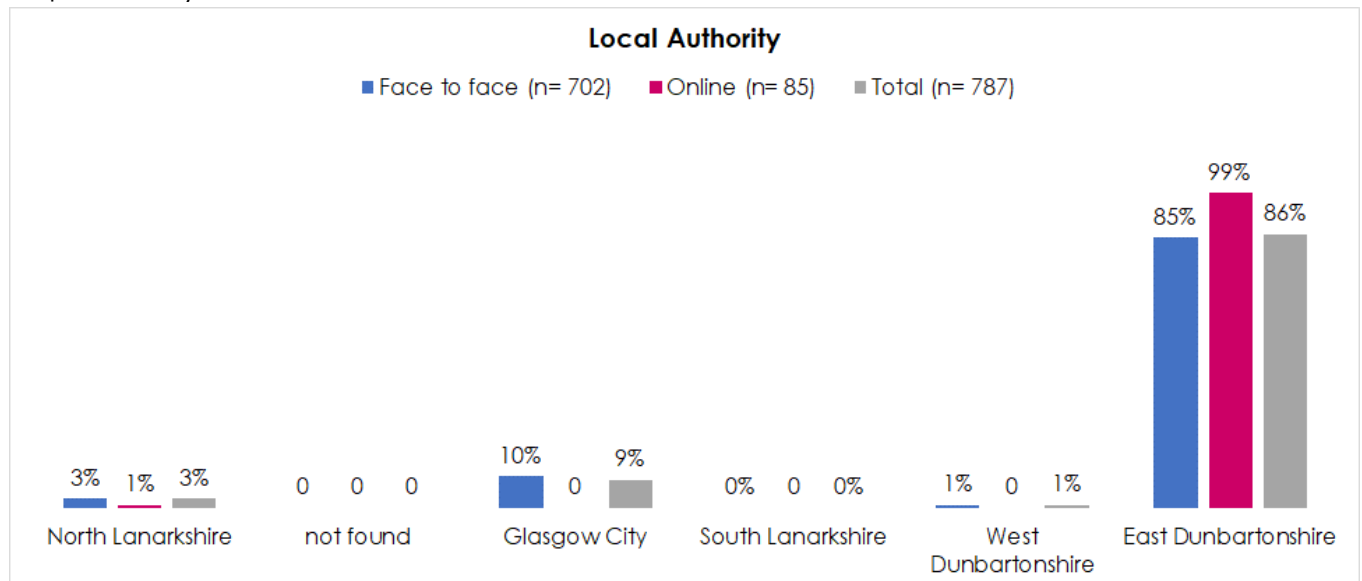


Generally, there is no significant difference in the number of preschool, primary school and secondary school aged children in the household for face to face participants versus online participants.



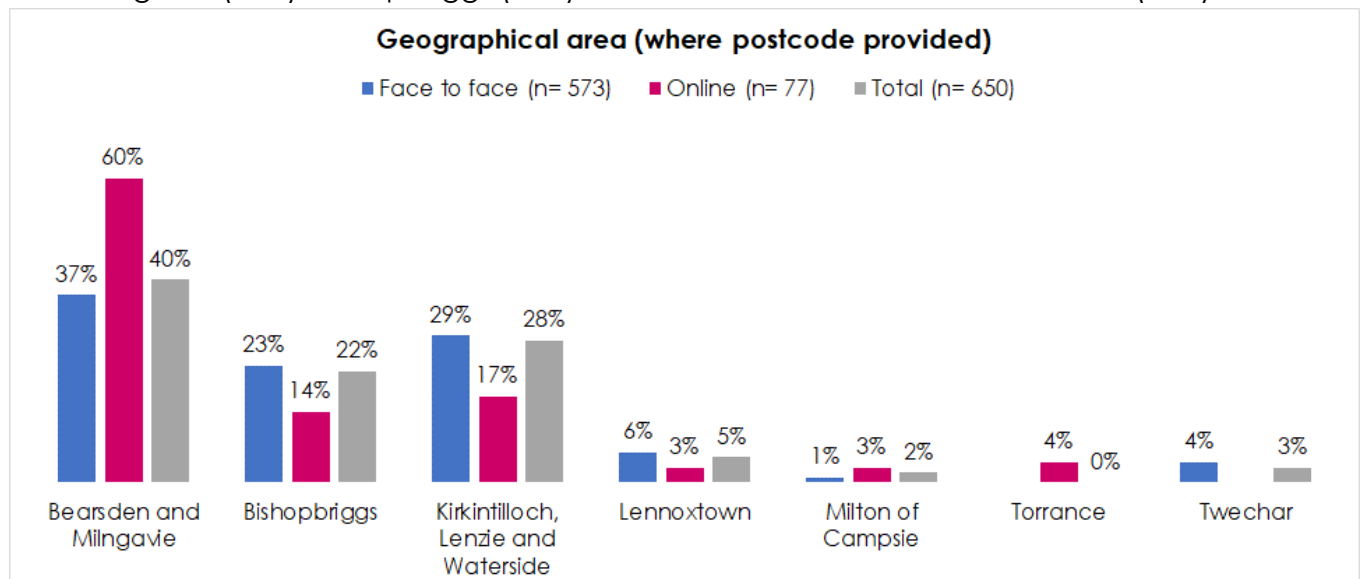
In terms of geographical profile, respondents were asked to provide their full home postcode, if they were happy to. All face to face respondents provided their postcode. On the other hand, 77% of online participants provided their postcode. It should be noted that not all postcodes provided were recognised as valid postcodes to allow geographical mapping exercises to be completed.

Where respondents were happy to provide their full home postcode, the majority lived in East Dunbartonshire (99% of online survey respondents and 86% of face to face survey respondents).

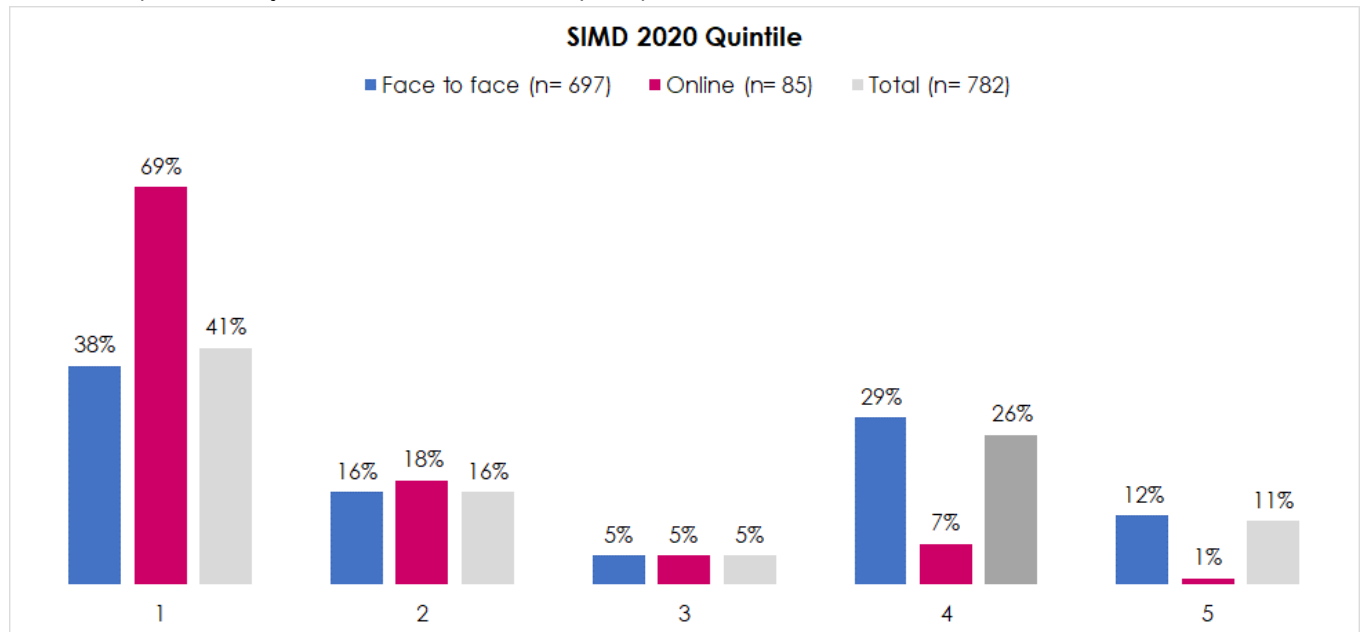


Our analysis shows that where respondents were from North Lanarkshire they were more likely to have been interviewed in Twechar or Kirkintilloch. Whereas those who were from Glasgow City were interviewed across a range of locations, including Bearsden, Milngavie, Kirkintilloch, Auchinairn and Bishopbriggs.

For those who lived in East Dunbartonshire, the home postcode has been mapped to the local area. This shows that the majority of online respondents lived in the Bearsden and Milngavie area (60%). Face to face respondents were more spread across the three main areas Bearsden and Milngavie (37%), Bishopbriggs (23%) and Kirkintilloch, Lenzie and Waterside (29%).

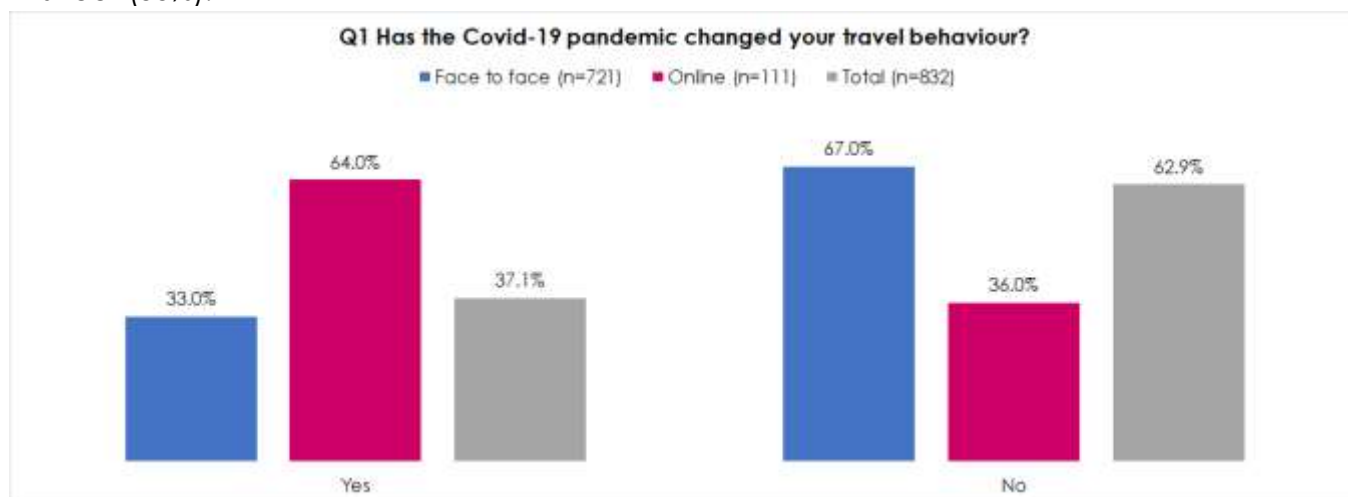


Postcode has also been used to define the deprivation quintile within which the respondent lives. This shows a greater proportion of online survey respondents lived in the least deprived areas, with 69% of online survey respondents living in quintile 1 compared to 38% of face to face survey respondents. 12% of face to face survey respondents lived in the most deprived 20% compared to just 1% of online survey respondents.



2.2 Impact of Covid-19 Pandemic on travel behaviour

The survey began by asking respondents about the impact of the Covid-19 pandemic on their travel behaviour. Overall, 37% of respondents said the pandemic had changed their travel behaviour. Those who completed the survey online were significantly more likely to have seen a change to their travel behaviour during this time (64%) than those who completed the survey in street (33%).



Further analysis reveals some interesting differences in the responses to this question:

- **Gender:** Females were more likely to have made a change to their travel behaviour (41%) than males (30%) during this time.
- **Age:** Younger respondents were least likely to have made changes to their travel behaviour during the pandemic (14%) compared to between 36% and 47% for all other age groups. Those aged 30-44 were most likely to have answered yes to this question (47%).
- **Area:** Analysis has been undertaken on the basis of four geographical areas. Those living in Bearsden and Milngavie were most likely to have said the pandemic has changed their travel behaviour (52%). On the other hand Kirkintilloch, Lenzie and Waterside respondents were least likely to have changed their travel behaviour (25%).
- **SIMD:** Respondents who lived in the least deprived areas e.g. lived in quintiles 4 (47%) and 5 (44%) were most likely to have changed their travel behaviour, while those who lived in the most deprived areas, areas 1 (20%) and 2 (24%) were least likely.
- **Working status:** Generally those who were working full time (44%), or part time (46%) were most likely to have changed their travel behaviour. On the other hand full time housewives/ house husbands (27%) and full time students (26%) were least likely to have changed their travel behaviour.
- **Tenure:** Those who owned their home were most likely to have said the pandemic has changed their travel behaviour (49%) and those living in social rented accommodation were least likely (12%).

Those who said there had been a change to their travel behaviour were asked to explain what had changed. The top response was where respondents were now working from home (40%), followed by avoiding public transport (20%). Those who were interviewed on a face to face basis were more likely to have said they don't go out much now, travel less or are more cautious (21%) than online participants (3%).

Q1a Can you explain what has changed?			
	Face to face	Online	Total
Base	238	71	309
I am now working from home so not commuting	39.9%	39.4%	39.8%
I am avoiding taking public transport	22.3%	14.1%	20.4%
I now walk or cycle more than I used to	14.7%	23.9%	16.8%
Don't go out much now/ travel less/ more cautious	20.6%	2.8%	16.5%
I drive more than I used to	14.7%	11.3%	13.9%
I now drive on my own as opposed to car sharing	-	2.8%	0.6%
Other	3.8%	5.6%	4.2%

Again, the results to this question vary by demographic and geography. The biggest variances are described below:

- **Gender:**
 - Females were more likely to say they were avoiding public transport (26%) than males (10%).
- **Age:**
 - Respondents aged 17-29 were most likely to have said they are now working from home and not commuting or commuting less (73%). Those aged 75 and over were least likely to say this (2%).
 - Older respondents aged 75 and over were most likely to say they now go out less or are more cautious (52%). No respondents aged under 45 gave this reason.
 - Older respondents were also more likely to be avoiding public transport (46%). Those aged 30-44 were least likely (5%).
- **Area:**
 - Those living in the villages (Twechar, Torrance, Milton of Campsie and Lennoxton) were most likely to say they are avoiding taking public transport (35%) compared to 11% of respondents in Kirkintilloch, Lenzie and Waterside.
- **SIMD:**
 - Respondents who lived in the most deprived areas were least likely to say they are now working from home so not commuting (22%). Those who lived in quintile 4 (58%) were most likely to have given this reason for the change in their travel behaviour.
- **Working status:**
 - Unsurprisingly those who were in full (74%), or part time employment (64%) were most likely to say they are now working from home so not commuting.

- Retired respondents were more likely to say they were avoiding taking public transport (41%).
- **Tenure:**
 - 19% of owner occupiers said they don't go out much or are cautious compared to 5% of social rented tenants and no private rented tenants.

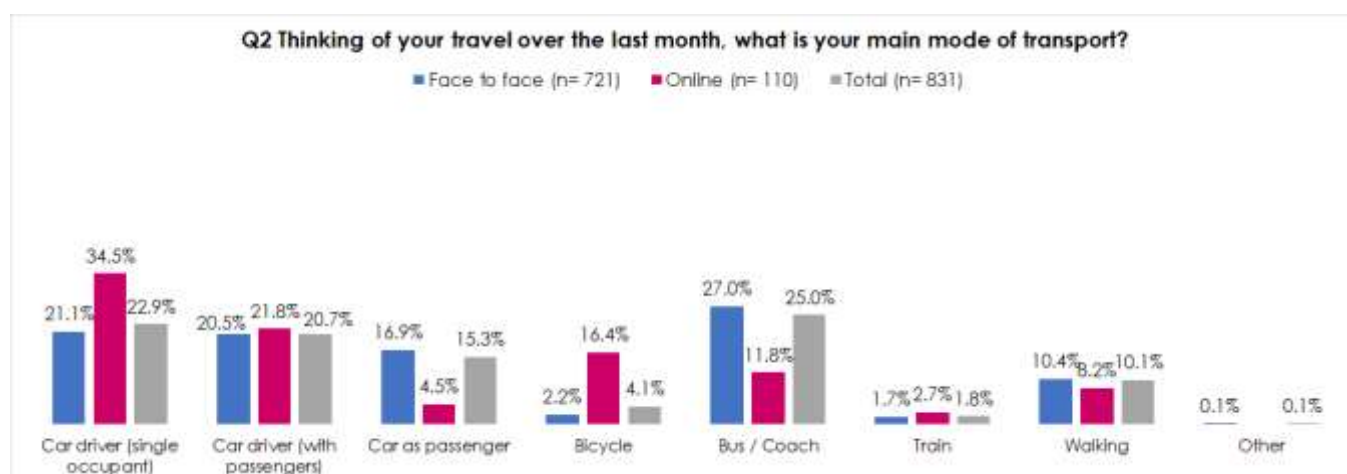
2.3 Main mode of transport (Q2)

Car was the most commonly used mode of transport by respondents with 60% of respondents overall stating that this is their main mode of transport either as a driver (single occupant) (23%) or with passengers (21%). A further 15% stated that car as a passenger was their main mode of transport. Those whose main mode of transport was car were asked if they used an electric car. 5% (25 respondents) said they did use an electric car.

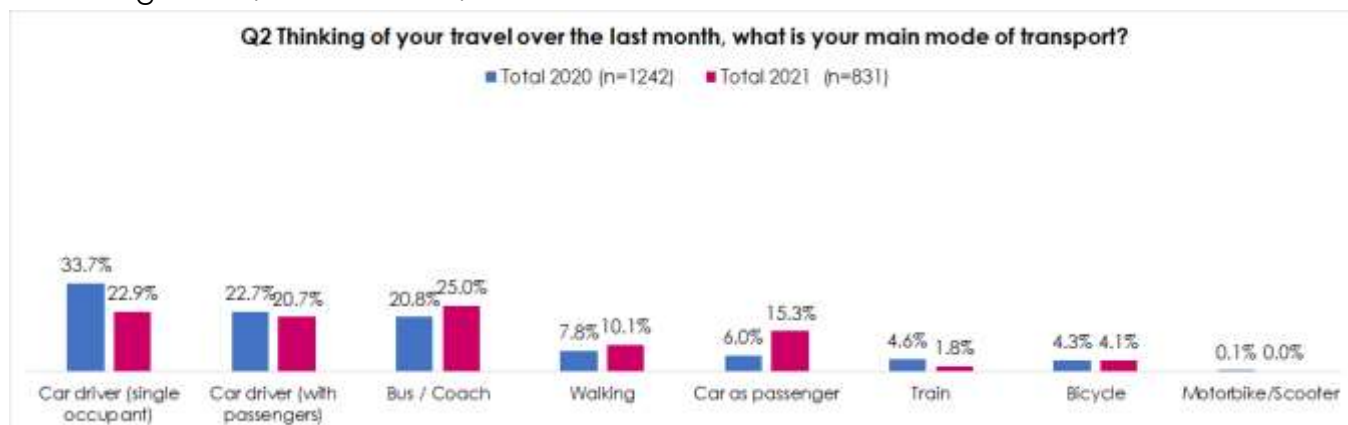
25% overall stated that bus or coach was their main mode of transport. This was much more likely to be the case for those responding to the face to face survey (27%) than those responding to the online survey (12%).

Online survey respondents were more likely to use a bicycle (16%) than those who responded to the face to face survey (2%). Those who used bike as a mode of transport were asked if they used an electric bike with 7 respondents stating they did.

Walking was noted as the main mode of transport by similar proportions to both surveys with 10% of face to face survey respondents stating this compared to 8% of online survey respondents.



Compared to the results for the 2020 travel survey we can see that there has been a decline in the proportion of respondents driving as a single occupant, decreasing from 34% in 2020 to 23% in 2021. However, there has been an increase in the proportion of car passengers, increasing from 6% in 2020 to 15% in 2021.



Analysis of the overall survey responses by subgroups of respondents showed the following notable trends:

- **SIMD:** Those living in the most deprived 20% were more likely to state that bus or coach was their main mode of transport (33%) whereas those living in the 3 least deprived areas were least likely to state this (between 16% and 17%). They were also least likely to have said their main mode of transport was as a car driver with passengers (9%) and those in the least 2 deprived areas were most likely to say this (both 23%).

Q2 What is your main mode of transport?					
	SIMD 2020 Quintile				
	5	4	3	2	1
Base	320	125	42	206	88
Car driver (single occupant)	24%	28%	26%	14%	26%
Car driver (with passengers)	23%	23%	19%	19%	9%
Car as passenger	17%	18%	12%	14%	14%
Bicycle	5%	6%	5%	0%	5%
Motorbike/Scooter	-	-	-	-	-
Bus / Coach	17%	16%	17%	44%	33%
Train	2%	2%	2%	0%	3%
Walking	11%	7%	19%	9%	10%

- **Age:** both the youngest and oldest respondents were more likely to travel by bus or coach (31% of 17-29 year olds, 36% of those aged 60-74 and 43% of those aged 75 and over) than other age groups. The incidence of walking declined as age declines with 17% of 17-29 year olds stating this is their main mode of transport compared to just 4% of those aged 75+. Furthermore, the proportion of respondents stating their main mode of transport is via car as a passenger increases with age from 4% for those aged 17-29 to 34% for those aged 75 and over.

Q2 What is your main mode of transport?					
	Age				
	17-29	30-44	45-59	60-74	75+
Base	136	199	162	219	114
Car driver (single occupant)	25%	26%	36%	16%	10%
Car driver (with passengers)	10%	35%	25%	17%	10%
Car as passenger	4%	9%	9%	23%	34%
Bicycle	8%	7%	6%	0%	-
Motorbike/Scooter	-	-	-	-	-
Bus / Coach	31%	8%	14%	36%	43%
Train	5%	3%	1%	-	-
Walking	17%	13%	9%	8%	4%

- **Gender:** those who stated that they cycle as their main mode of transport were more likely to be male (9%) than female (1%). Males were also more likely to be car drivers (single occupant) (29%) than females (19%). Females on the other hand were more likely to say their main mode of transport is via car as a passenger (23%) than males (4%).

Q2 What is your main mode of transport?			
	Gender identity		
	Male	Female	In another way
Base	327	496	8
Car driver (single occupant)	29%	19%	12%
Car driver (with passengers)	22%	20%	25%
Car as passenger	4%	23%	-
Bicycle	9%	1%	-
Motorbike/Scooter	-	-	-
Bus / Coach	24%	26%	25%
Train	4%	0%	-
Walking	8%	11%	38%

- **Employment status:** those working full time were much more likely to travel by car (73%) than those who were full time students (21%).

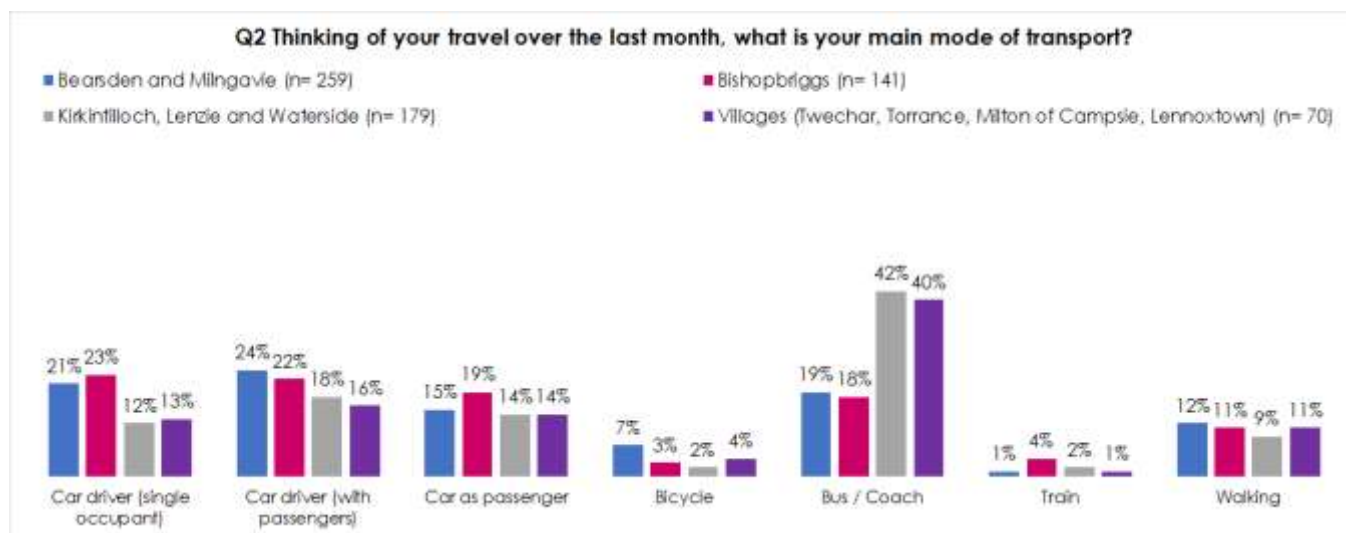
Q2 What is your main mode of transport?							
	Employment Status						
	Working Full time (30+ hrs per week)	Working Part time (5-29 hrs per week)	Full time housewife /husband	Full time student	Retired	In Full Time Education	Other
Base	267	79	62	38	311	9	65
Car driver (single occupant)	43%	22%	10%	8%	14%	-	11%
Car driver (with passengers)	22%	35%	45%	3%	16%	22%	6%
Car as passenger	7%	5%	15%	11%	27%	11%	6%
Bicycle	7%	1%	2%	21%	1%	22%	3%
Motorbike/Scooter	-	-	-	-	-	-	-
Bus / Coach	7%	22%	16%	24%	36%	11%	65%
Train	3%	-	5%	5%	0%	11%	-
Walking	10%	15%	8%	29%	6%	22%	9%

NB percentage of car travellers quoted in the text may differ from the sum of the percentages for car drivers, single occupants, with passengers and as a passenger shown in the table above due to rounding.

- **Tenure:** Owner occupiers were more likely to travel by car (73%) than those who rented their home from a housing association or local authority (29%). Social rented tenants on the other hand were more likely to travel by bus or coach (59%) than owner occupiers (10%) and those who rented from a private landlord (12%).

Q2 What is your main mode of transport?				
	Tenure			
	Owner occupier	Rent from a housing association or local authority	Rent from a private landlord	Other
Base	522	169	56	83
Car driver (single occupant)	28%	9%	30%	12%
Car driver (with passengers)	26%	10%	29%	5%
Car as passenger	19%	9%	7%	7%
Bicycle	4%	2%	5%	10%
Motorbike/Scooter	-	-	-	-
Bus / Coach	10%	59%	12%	55%
Train	2%	-	2%	7%
Walking	11%	10%	14%	4%

- **Area:** respondents living in Bearsden and Milngavie (21%) and in Bishopbriggs (23%) were more likely to drive as a single occupant in the car than those who lived in Kirkintilloch, Lenzie and Waterside (12%) and in the villages (13%). Bus travel was the most common mode of transport for those who lived in Kirkintilloch, Lenzie and Waterside (42%) and in the villages (40%).

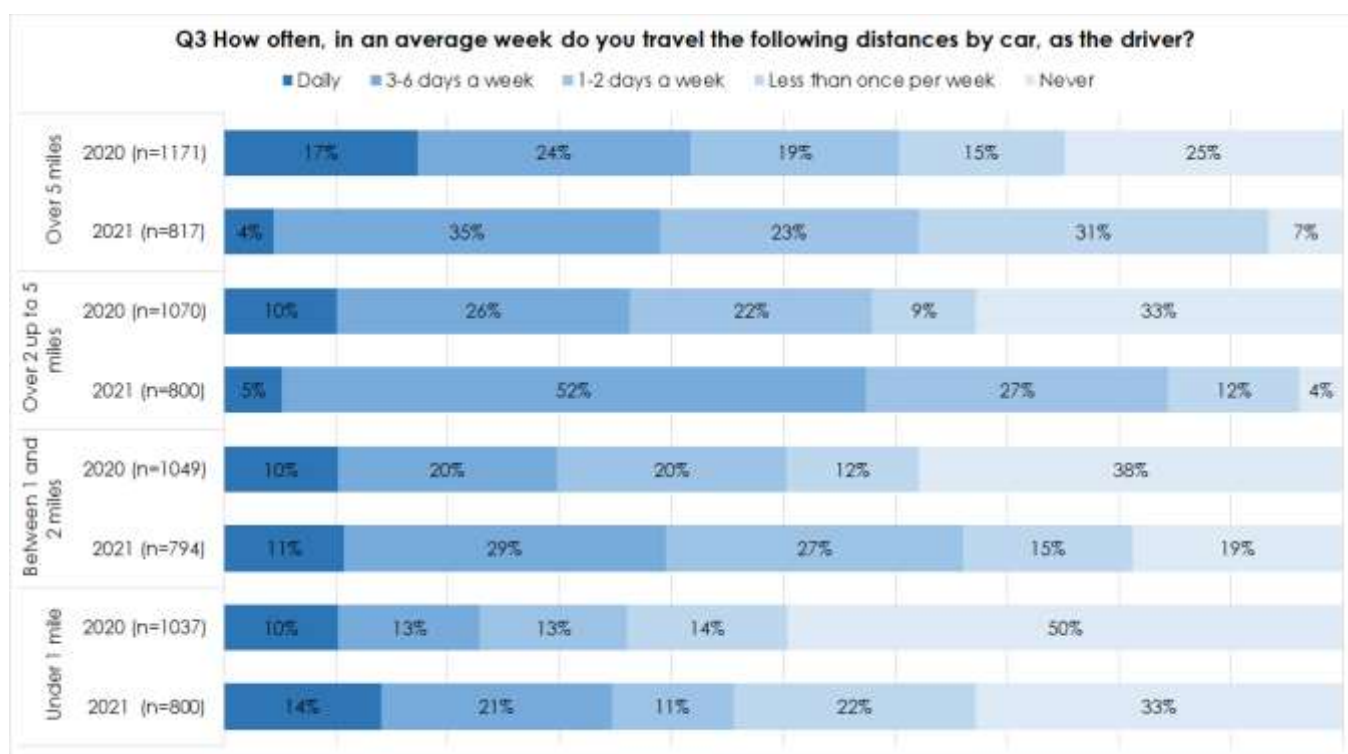


2.4 Shorter journeys made by car (Q3)

Respondents were asked how frequently they travel a range of shorter distances by car as the driver. As shown, one in ten respondents (14%, 10% in 2020) are making journeys of under one mile on a daily basis and a further 21% are doing so approximately 3-6 times per week (13% in 2020). A third of respondents never do this which is less than the 2020 survey results (50%). To put this in context, it takes approximately 15 to 20 minutes to walk a mile at a moderate pace.

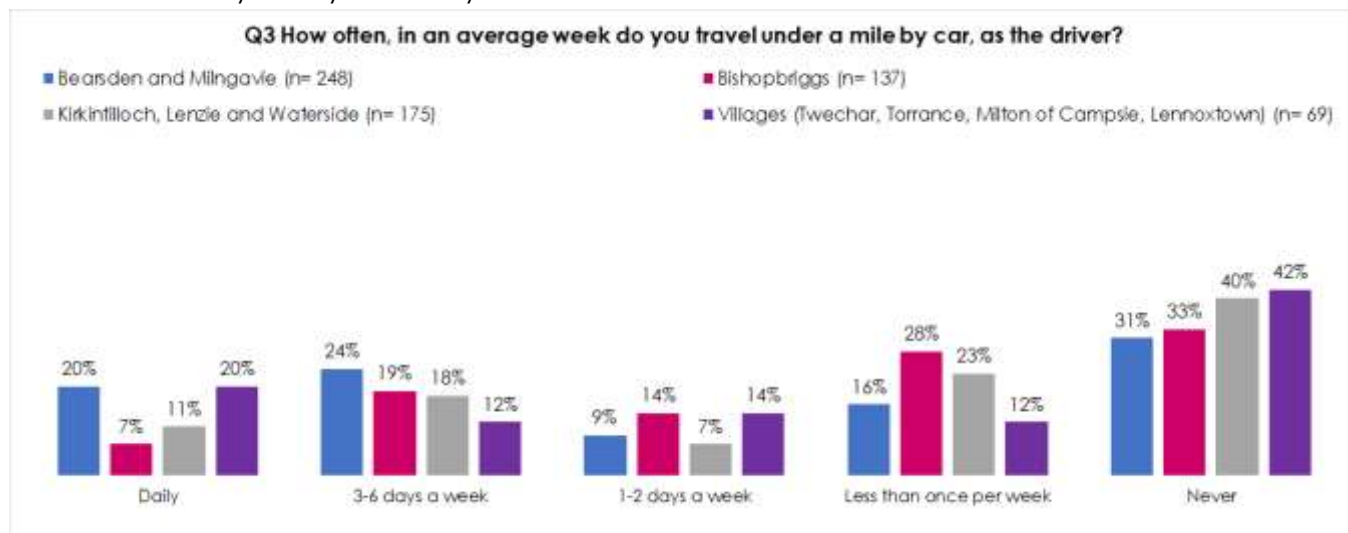
Those most likely to be making journeys of under 1 mile on a daily basis by car were those aged under 60 (21%, compared to 3% of respondents aged 60 and over) and those working part time (39%), full time students (39%) and those in full time education (44%). Retired respondents were most likely to say they never do this (46%).

At the other end of the scale, 4% of respondents make journeys of over 5 miles daily by car as the driver which is significantly less than in 2020 (17%). A further 35% do these 3-6 days of the week (24% in 2020) and 7% never do this (25% in 2020).



Geographical analysis shows that respondents living in Bearsden and Milngavie (20%) and in the Villages (20%) were most likely to travel under 1 mile by car as the driver at least once a day. On the other hand, Bishopbriggs (7%) and Kirkintilloch, Lenzie and Waterside respondents (11%) were least likely.

Respondents living in the villages (42%) and in Kirkintilloch, Lenzie and Waterside (40%) were much more likely to say that they 'never' do this.

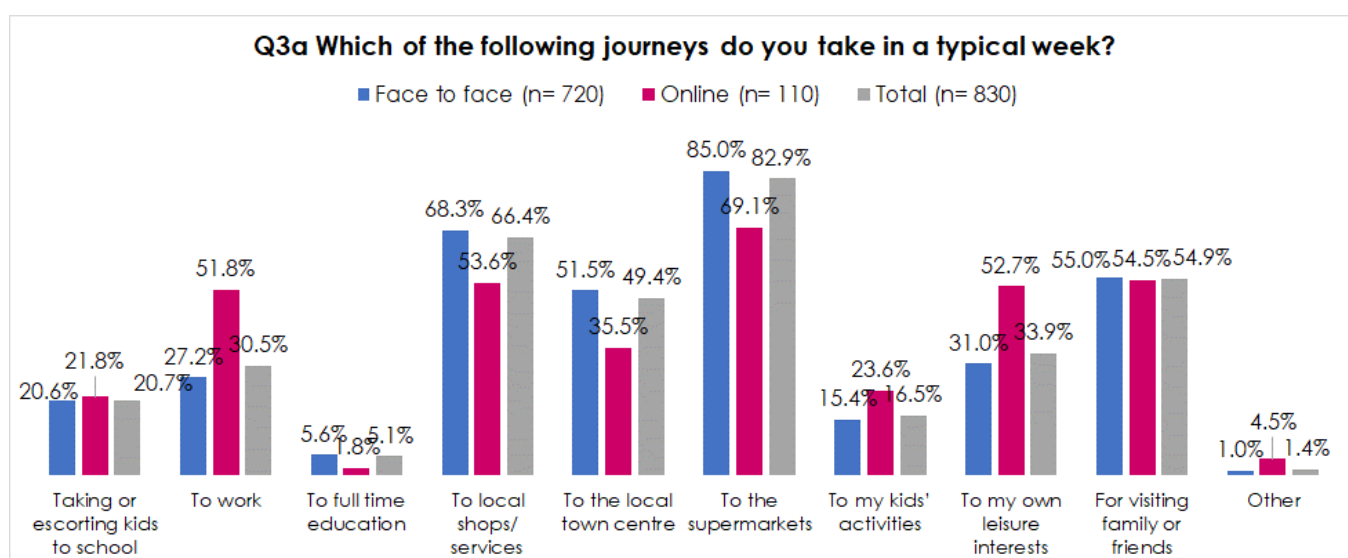


2.5 Journeys made in a typical week (Q3a-Q4)

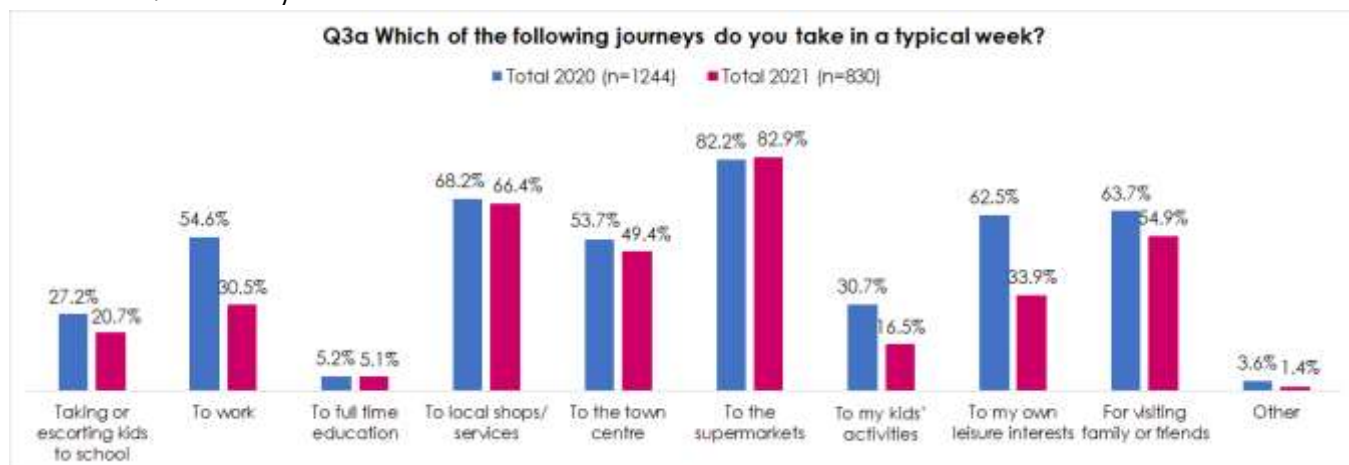
In terms of the profile of journeys made in a typical week, journeys to the supermarket are most likely to be made (83%) followed by journeys to local shops or services (66%), visiting family or friends (55%). Notable differences between online and face to face survey respondents were that online respondents were more likely to travel to work (52%) than face to face survey respondents (27%). They were also more likely to travel to their own leisure activities (53%) than face to face respondents (31%).

On the other hand, face to face respondents were more likely to travel to local shops/ services (68% compared to 54% of online respondents), to the local town centre (52% compared to 36% of online respondents) and to the supermarkets (85% compared to 69% of online respondents). This is perhaps not surprising as these interviews were carried out in town centres. It was also notable that older respondents were more likely to state that they travelled to the town centre in a typical week with 67% of those aged 60-74 and 54% of those aged 75 and over stating this compared to 30% of those aged 17-29.

Those travelling to work (55%), to education (26%) and to leisure interests (52%) were most likely to be aged 17-29. Those aged 30-44 were most likely to be taking kids to school and to their kids activities.



Compared to 2020, there has been a decline in the proportion of respondents travelling to their own leisure interests on a weekly basis, falling from 63% in 2020 to 34% in 2021. Travelling to work (decreased from 55% in 2020 to 31% in 2021) and to kids' activities (decreased from 31% in 2020 to 17% in 2021).



In terms of frequency of journeys, the most frequently made journeys were:

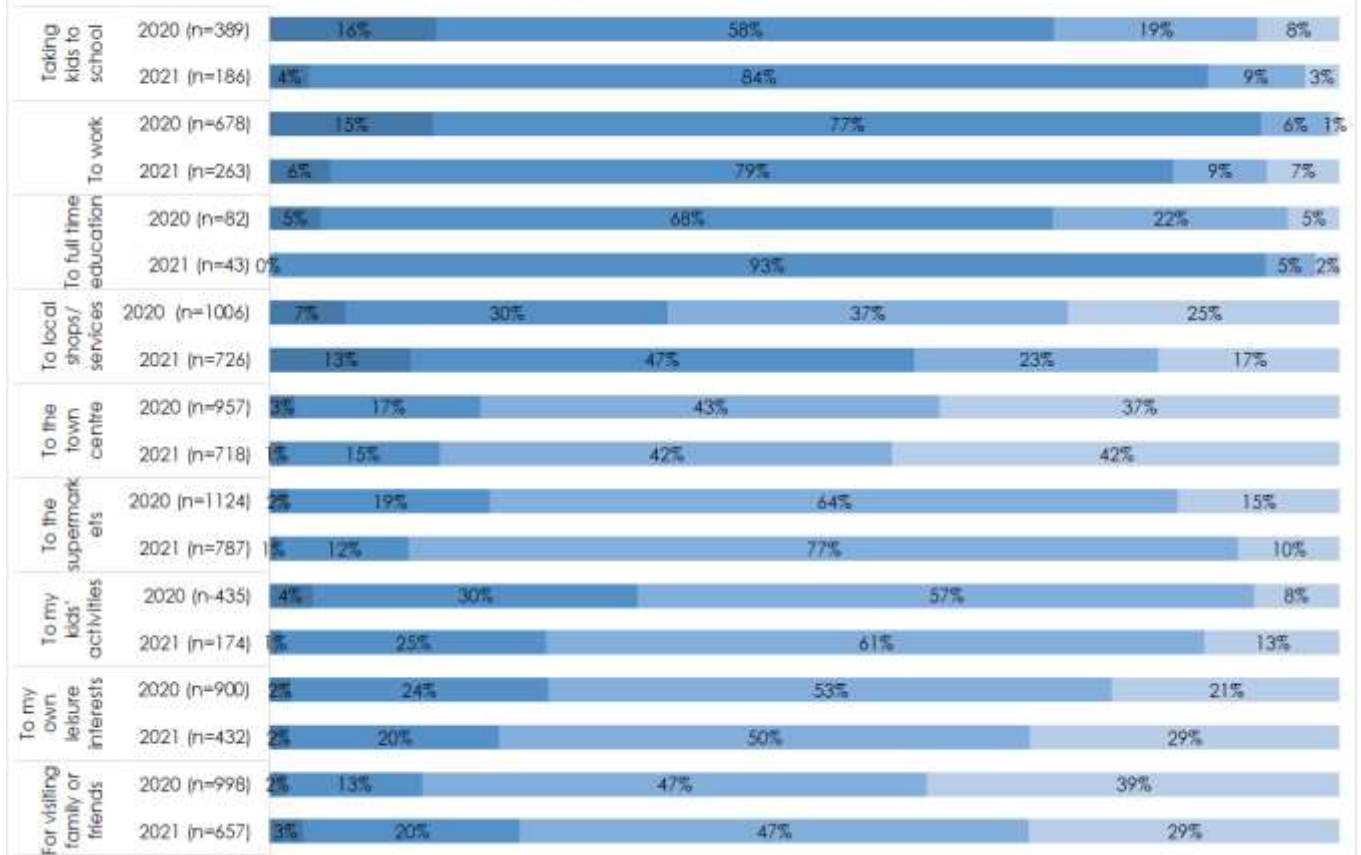
- To full time education (93% make daily or 3-6 times a week, 73% in 2020).
- Taking kids to school (88% make daily or 3-6 times a week, 74% in 2020)
- To work (84% make daily or 3-6 times a week, 92% in 2020)

Less frequently made journeys were:

- To the town centre (16% make less than once per week, 20% in 2020).
- To the supermarket (13% make less than once per week, 21% in 2020).

Q4 How often do you take each of these journey types?

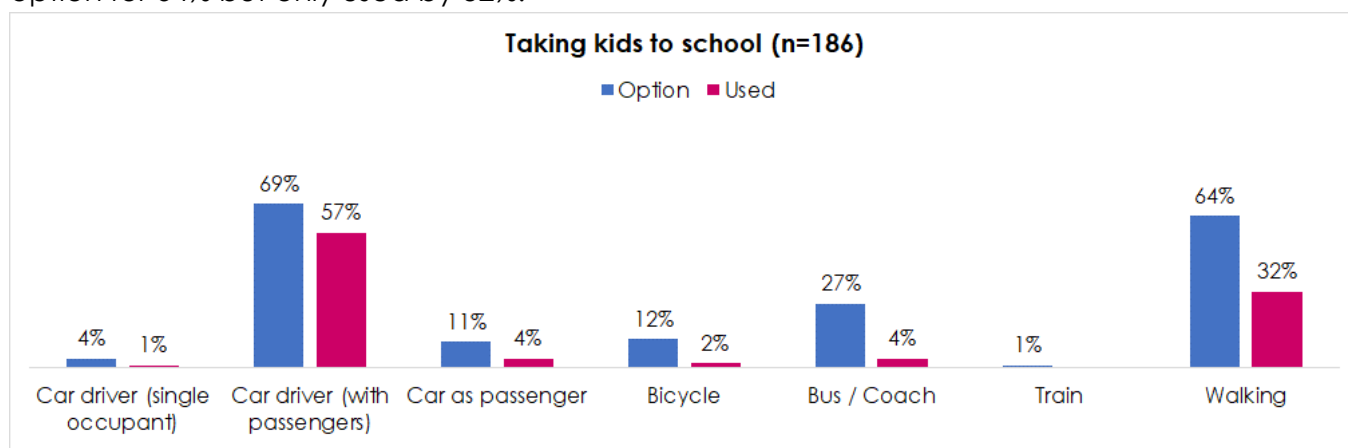
■ More than once a day/ every day ■ 3-6 days a week ■ 1-2 days a week ■ Less than once per week



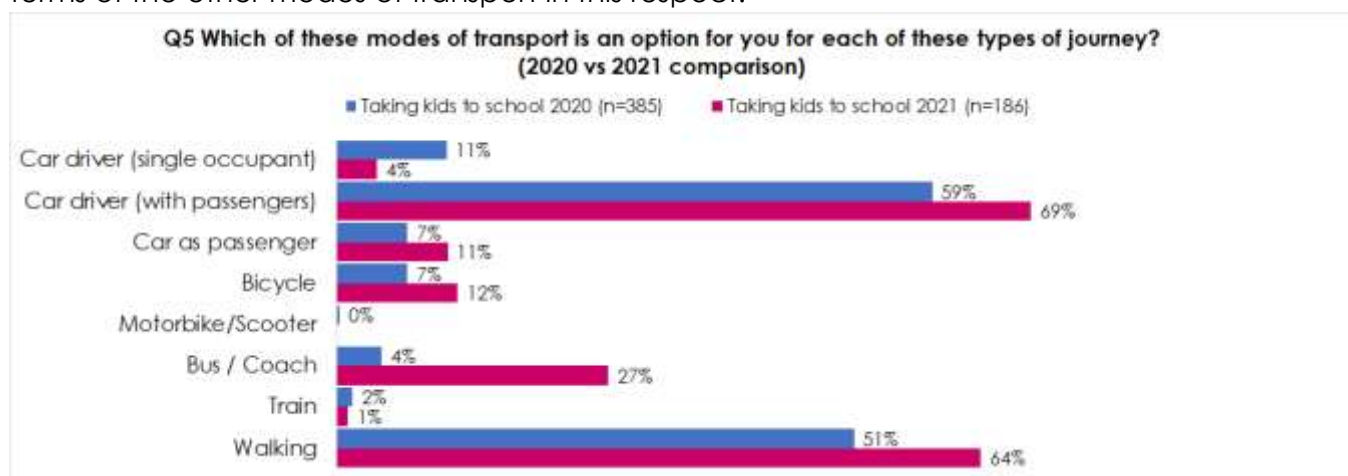
2.6 Transport options available compared to transport modes used (Q5-Q6)

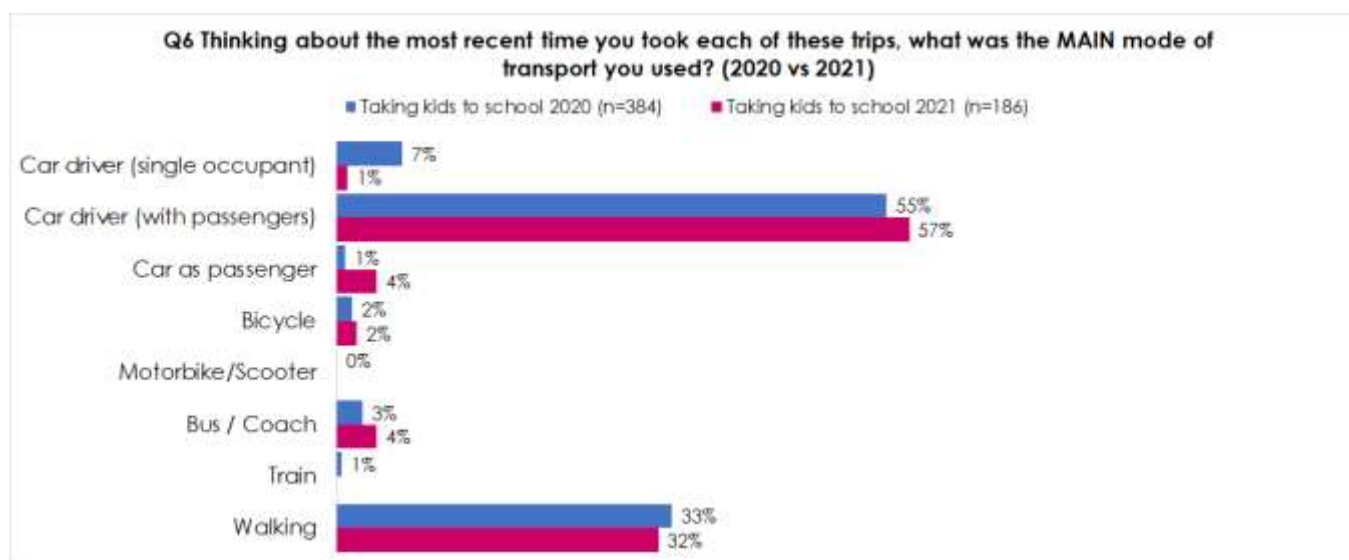
For each of the types of journeys made, respondents were asked what modes of transport were an option for them to make that journey and then what was the main mode of transport they used when they last made that journey. Additionally, when asking about the use of car, respondents could select whether they used a car as the only occupant, whether they drove with passengers or whether they were in the car as a passenger. This was done in order to identify the extent to which cars were being used with just the driver as a single occupant.

Firstly when it comes to transporting children, whether that is taking kids to school or taking them to their activities, it is clear that car is most likely to be perceived as an option and most commonly used. It is interesting to note that walking children to school was perceived as an option for 64% but only used by 32%.

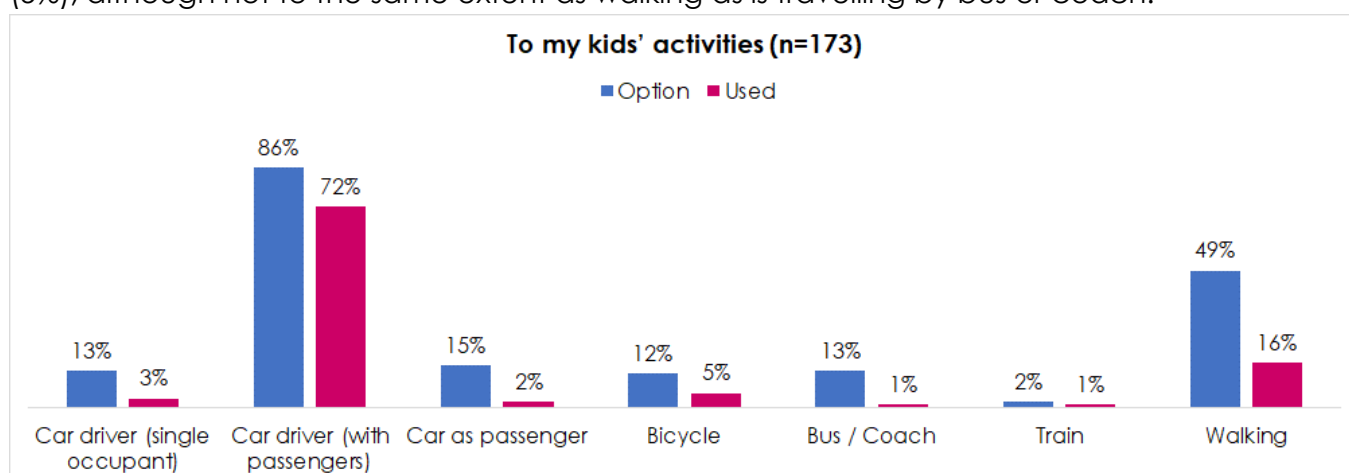


Compared to the 2020 results, more respondents in 2021 than in 2020 said that being a car driver with passengers (69% in 2021 compared to 59% in 2020) or walking (64% in 2021 compared to 51% in 2020) was an option for them. In terms of the main mode of transport there has been no change to the percentage of respondents who said travelling by car was the main mode of transport (62% for both 2021 and 2020). There were no significant changes in terms of the other modes of transport in this respect.

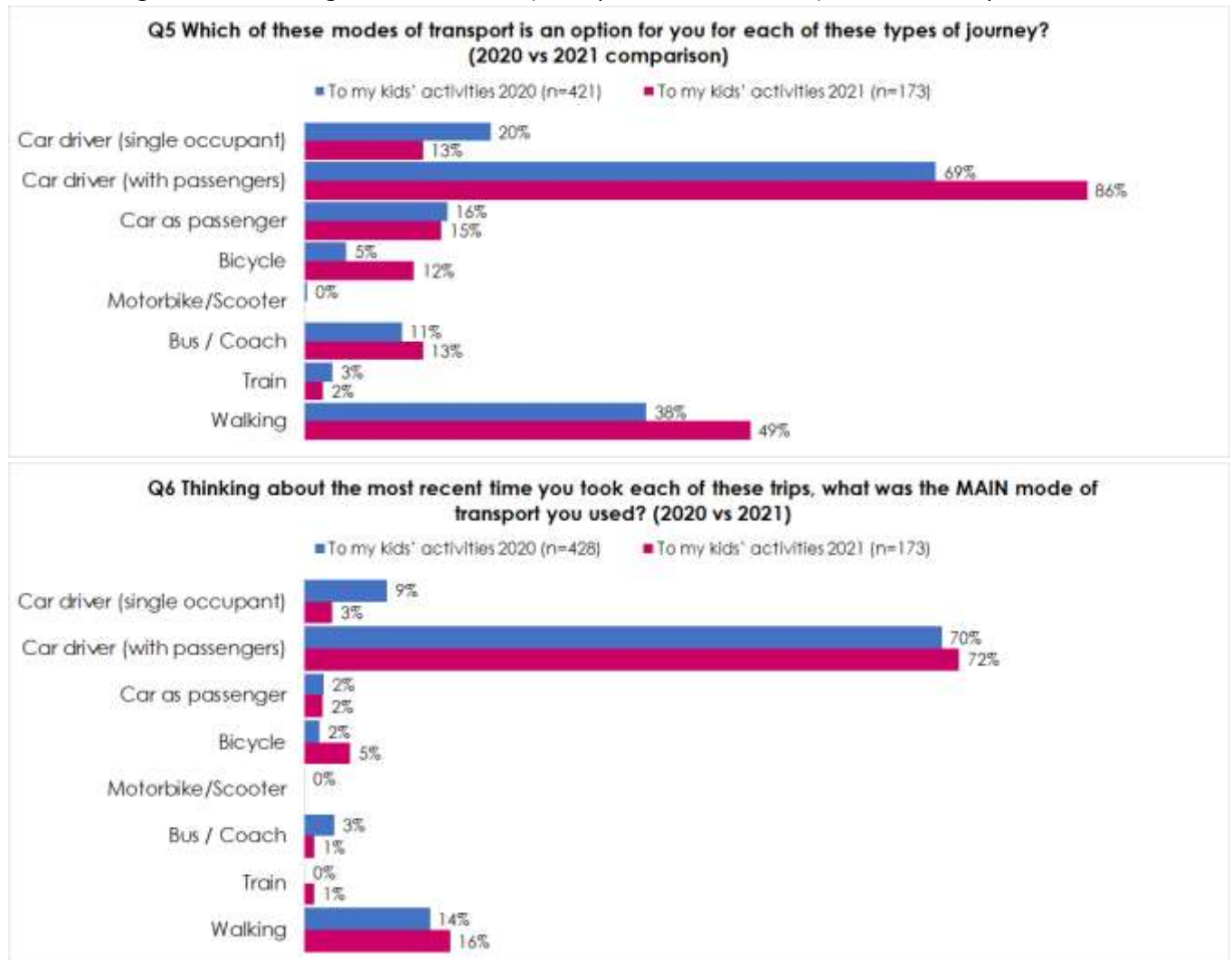




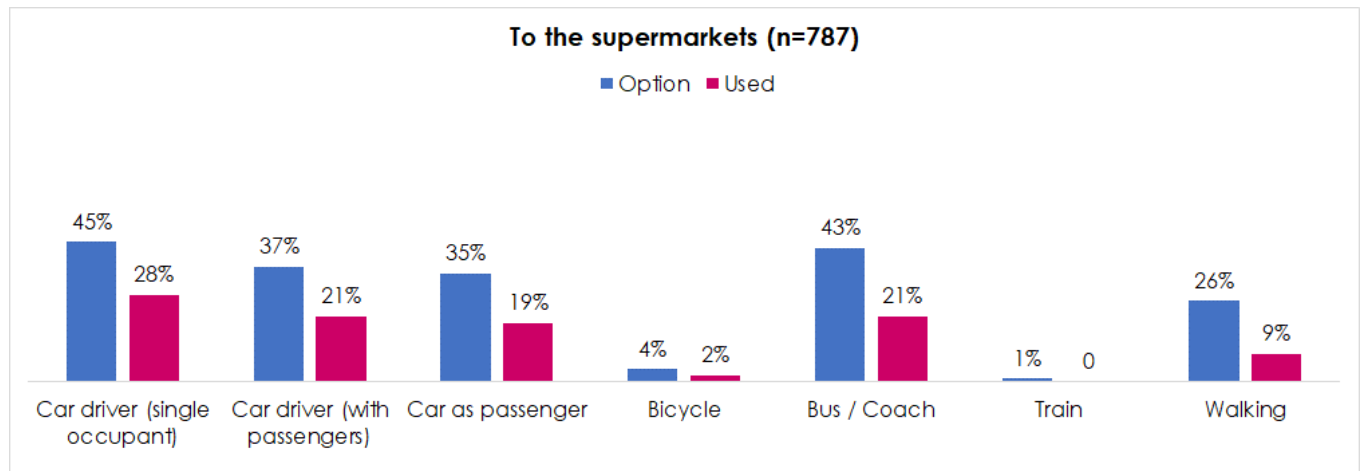
Walking was perceived as an option for travelling to kids' activities for 49% of respondents but only used by 16%. Cycling is also more likely to be perceived as an option (12%) than is used (5%), although not to the same extent as walking as is travelling by bus or coach.



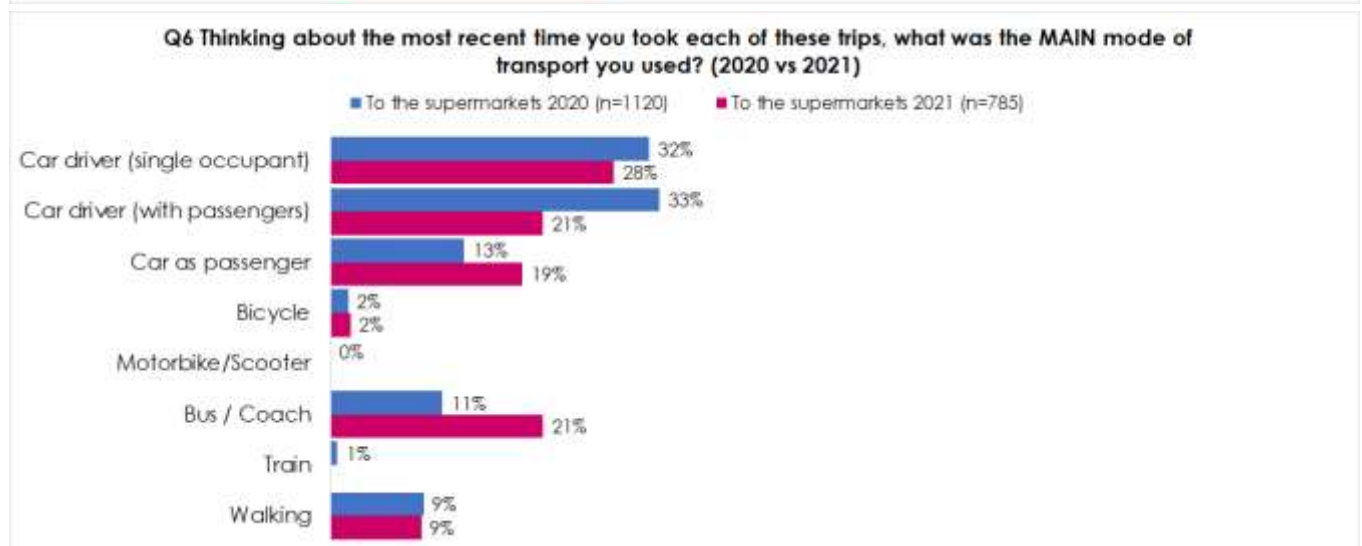
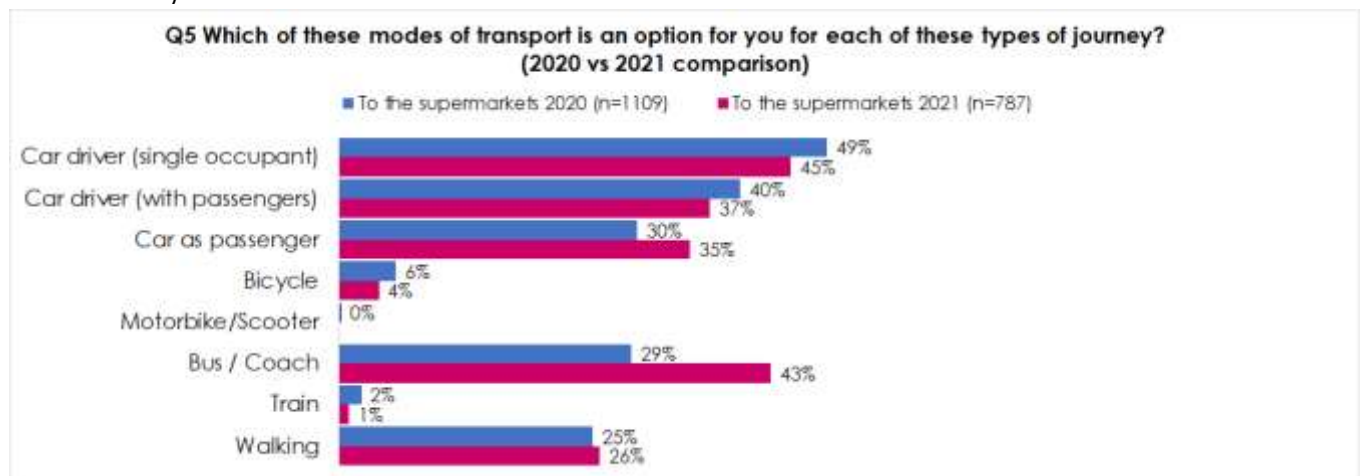
Compared to 2020 there has been a decrease in the proportion of respondents saying being a car driver (single occupant) was an option, while there has been an increase in respondents stating that being a car driver with passengers and walking were options available to them when travelling to their kids' activities. In terms of the main mode of transport, car travel has seen no significant change over the last year (81% in 2021 compared to 77%).



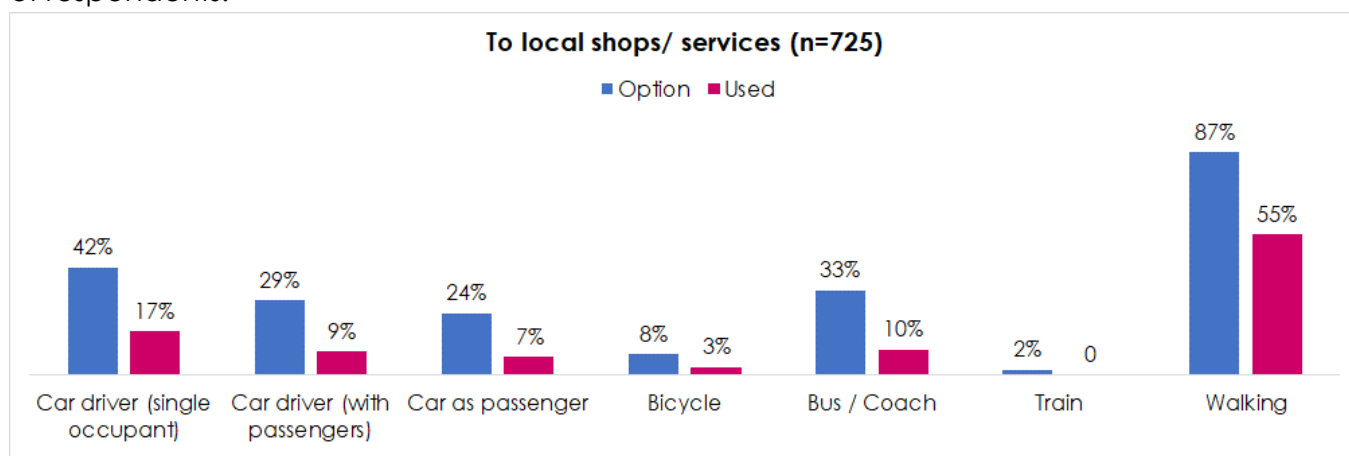
In terms of going to the supermarket, car was most likely to be perceived as an option and also most likely to be used. Bus was perceived to be an option by 43% of respondents but only used by 21% and walking was perceived as an option for 26% of respondents but only used by 9%.



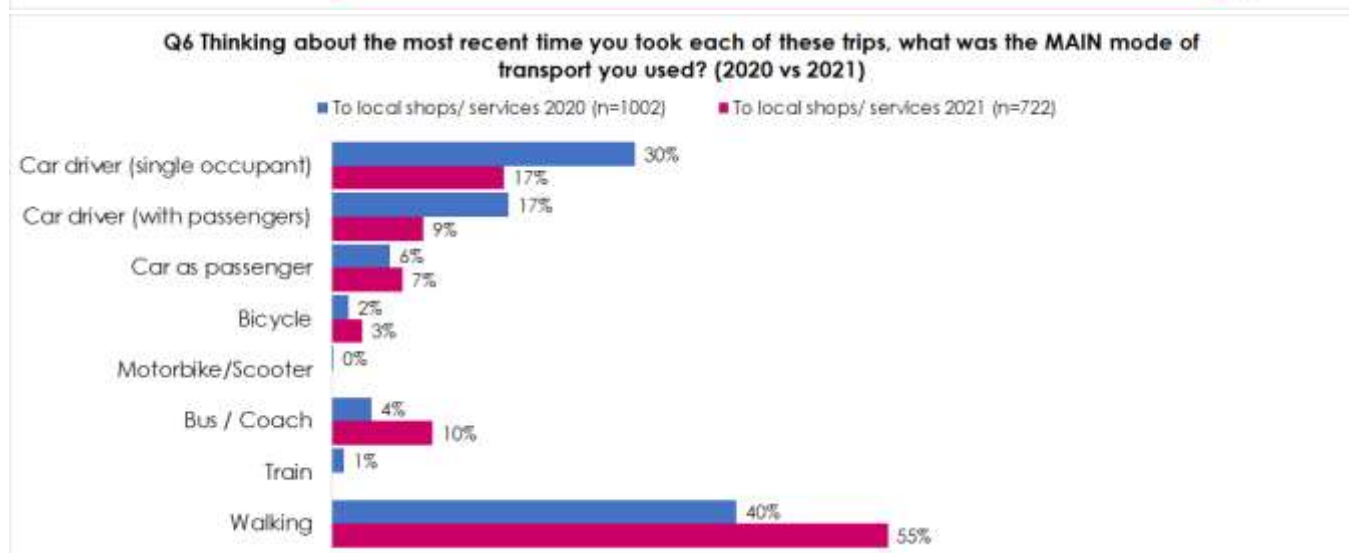
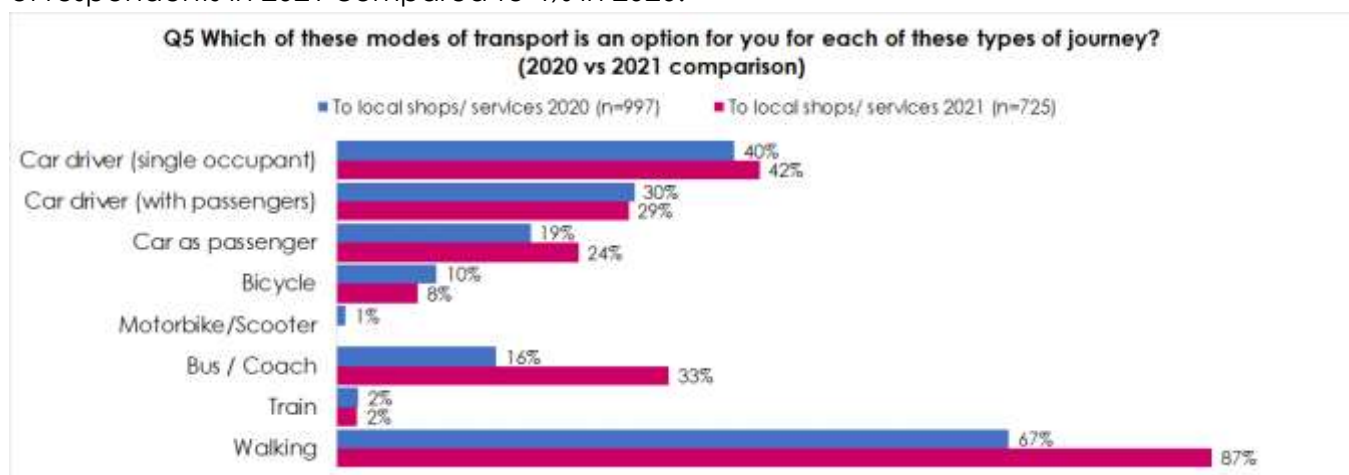
Compared to the 2020 results more respondents said that travelling by bus was an option available to them (43%) than in 2020 (29%). There has also been an increase in the proportion of respondents who said this was their main method of transport (21% in 2021, compared to 11% in 2020).



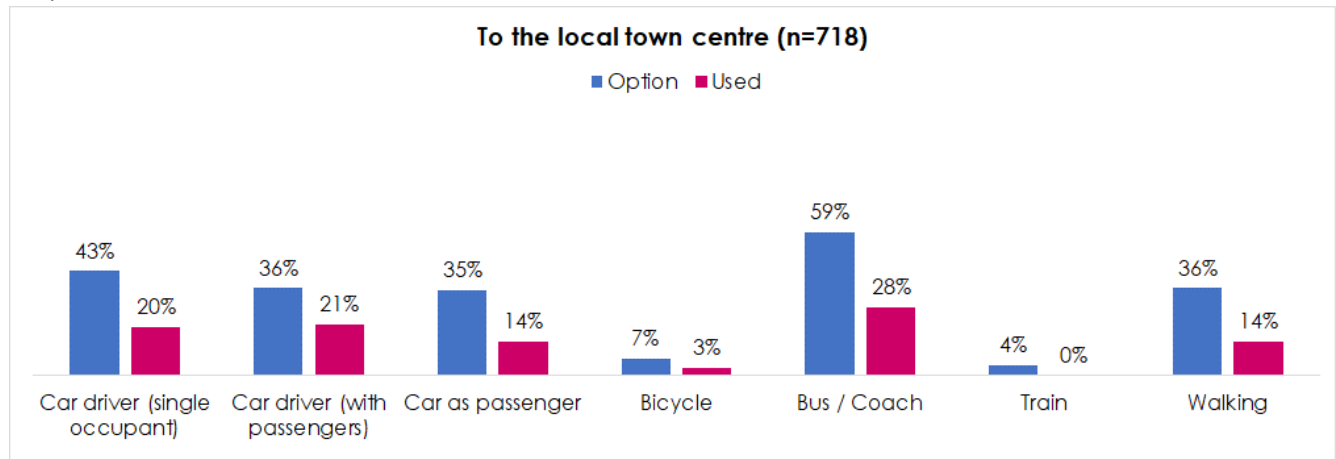
When considering going to local shops or services, walking was most likely to be perceived as an option, noted by 87% of respondents and 55% said this was how they travelled there the last time they went. Car was next most likely to be considered as an option and was used by 33% of respondents.



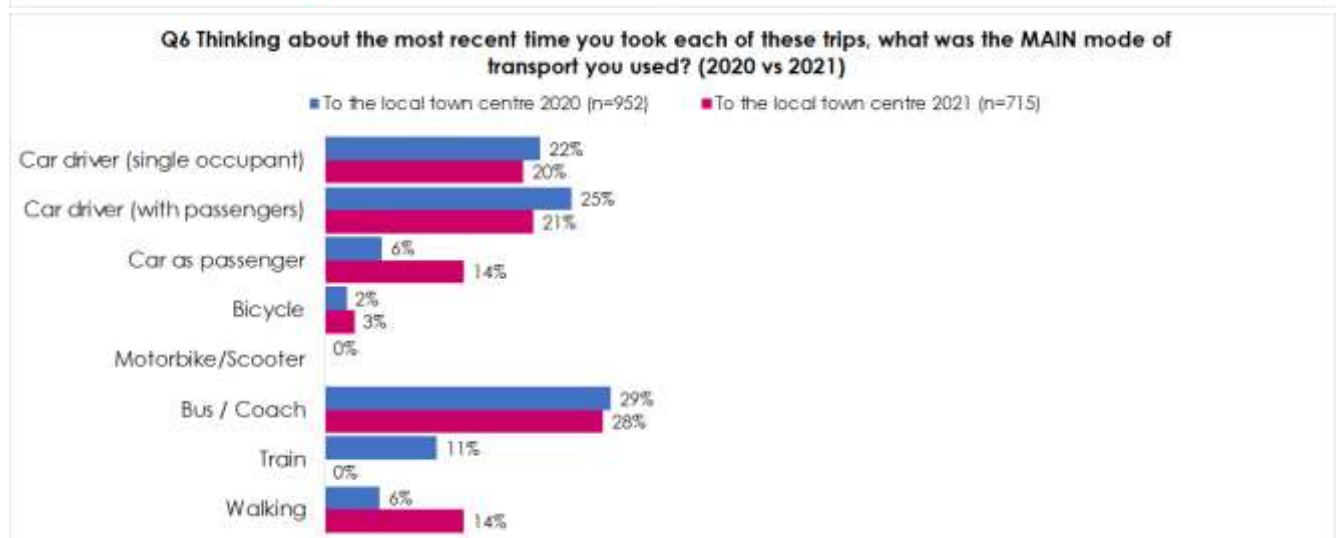
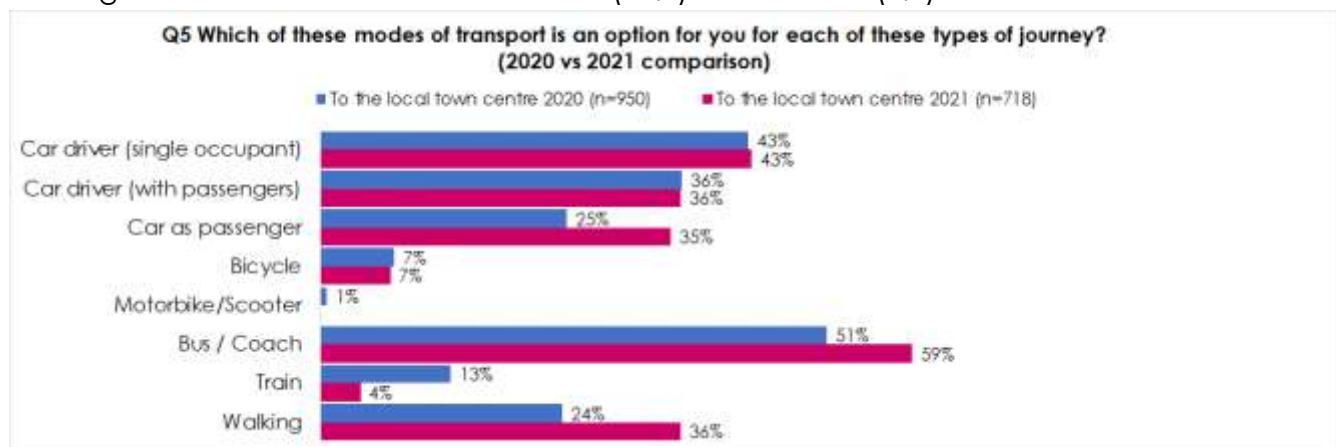
There has been an increase in the proportion of respondents who said walking or travelling by bus was an option to them. Furthermore, the proportion of respondents who said walking was the main mode of transport they used to travel to local shops or services has increased from 40% in 2020 to 55% in 2021. Bus travel was also selected as the main mode of transport for 10% of respondents in 2021 compared to 4% in 2020.



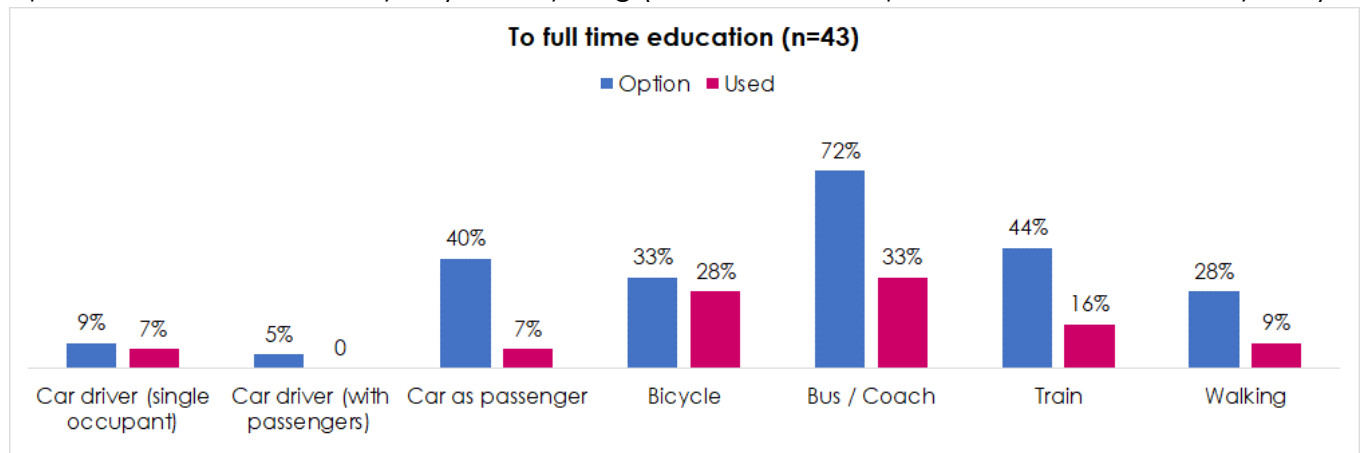
When going to the town centre, bus was most commonly mentioned as an option for travel (59%) but was used by 28% of respondents the last time they went there. Car was next most likely to be believed to be an option for travel but was less frequently used, e.g. 43% stated that travelling by car as a driver (single) was an option for them but just 20% said that was how they last travelled. Walking was believed to be an option for 36% but only used by 14% of respondents.



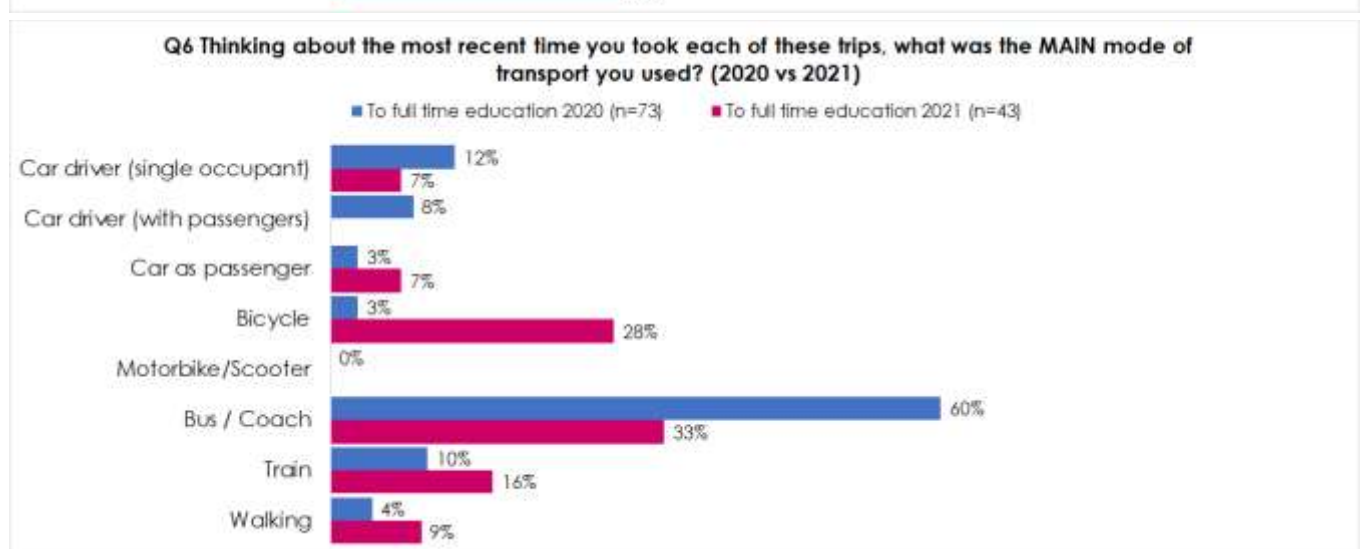
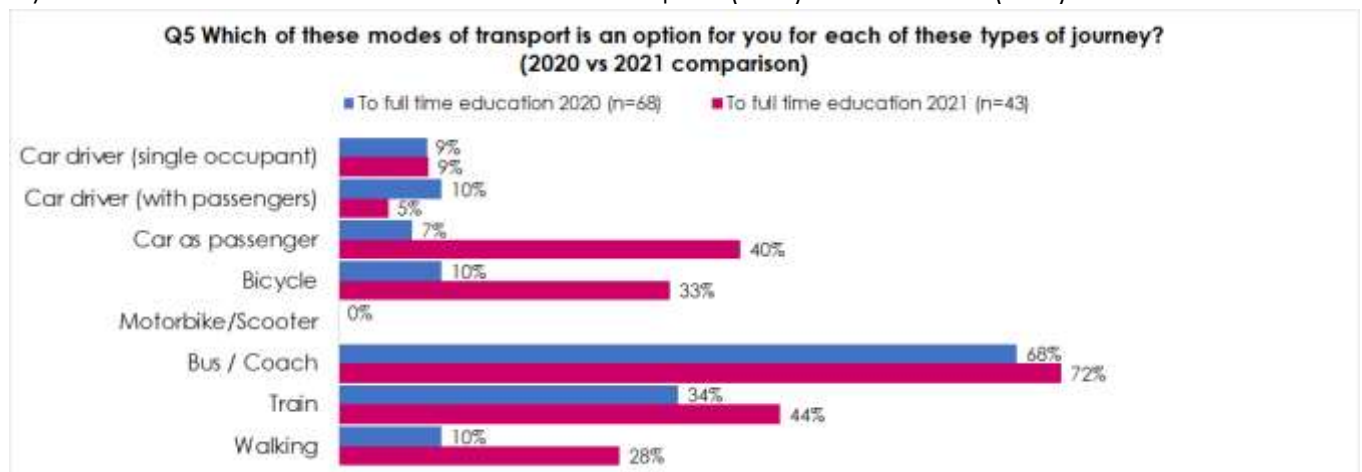
There has been an increase in the proportion of respondents stating travelling by bus or walking was an option available to them when travelling to the local town centre. However, the proportion of respondents who said travelling by bus or coach was the main mode of transport they use has not changed significantly. On the other hand, more respondents said walking was the main travel method used (14%) than in 2020 (6%).



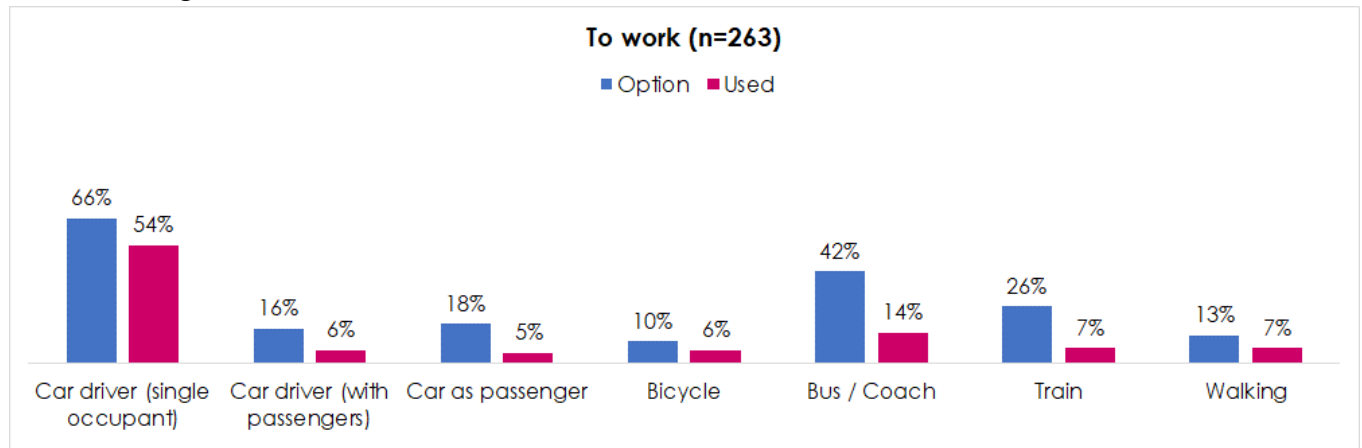
Travel to full time education was most likely to be done by bus or coach, which was last used by 33% of respondents and was considered an option for 72%. Train was more likely to be believed to be an option (44%) than was actually used (16%), as was walking (considered an option for 28% and used by 9%) and cycling (considered an option for 33% and used by 28%).



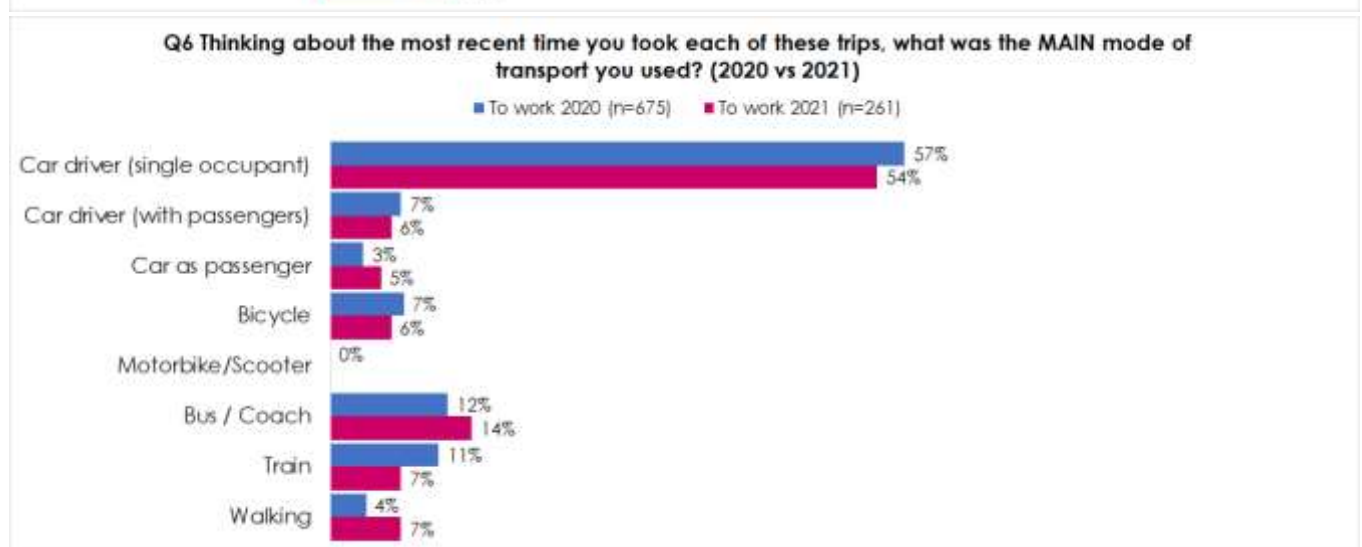
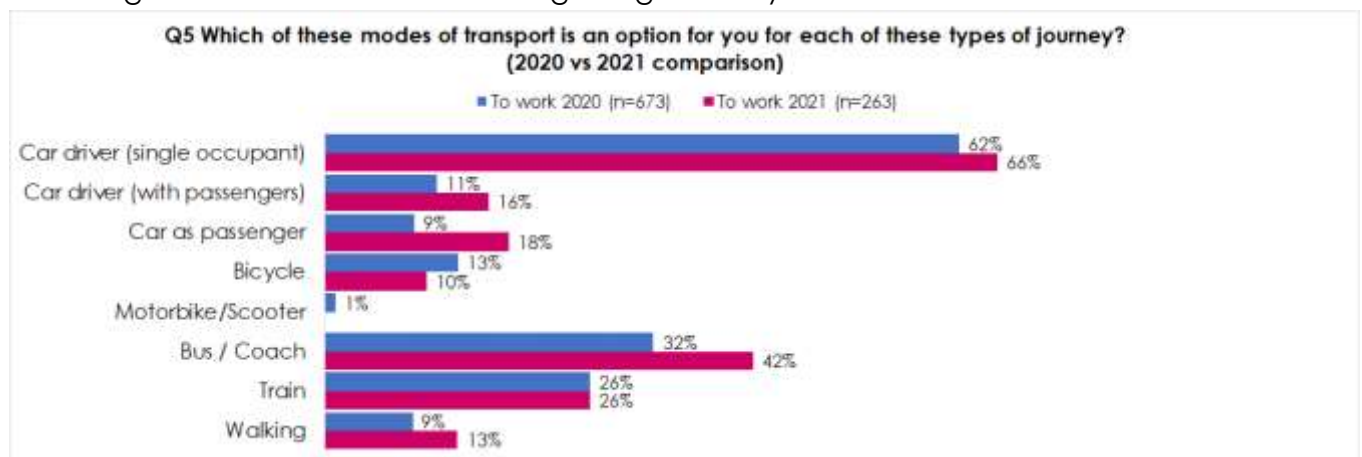
More respondents are considering travelling by bicycle to full time education (33%) than in 2020 (10%) and the proportion of respondents who said this was the main mode of transport used has also increased from 3% in 2020 to 28% in 2021. Fewer respondents said that travelling by bus or coach was their main mode of transport (33%) than in 2020 (60%).



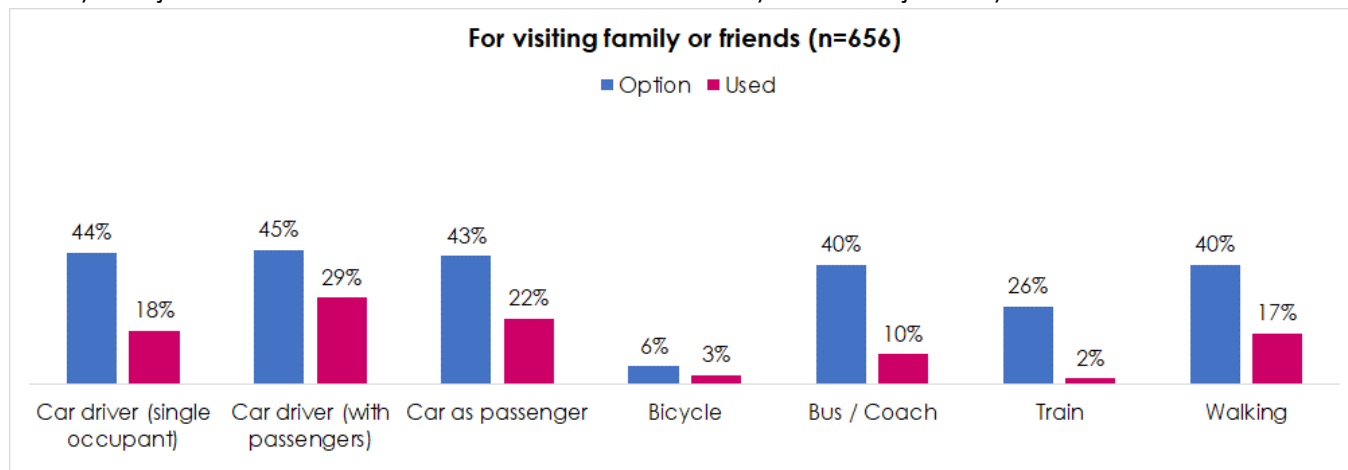
In travelling to work, driving as the only person in the car was most likely to be believed to be an option by 66% of respondents and used by 54%. The use of public transport was more likely to be believed to be an option than it was actually used, with 42% stating that travelling by bus was an option and 14% using this method and 26% believing that travel by train was an option and 7% using this method.



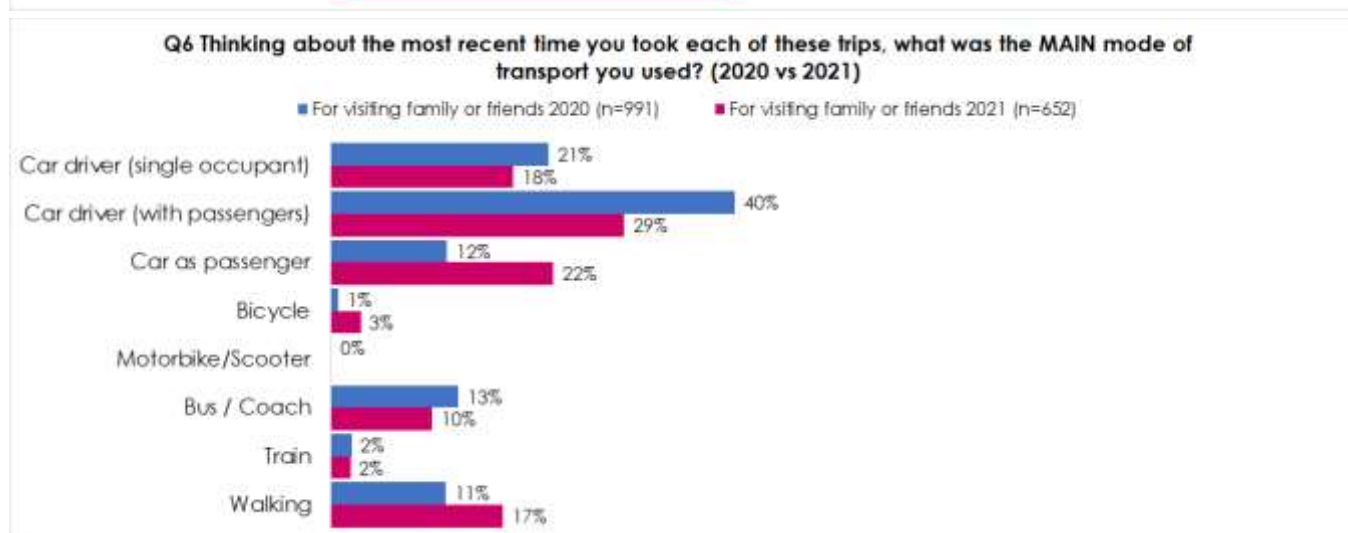
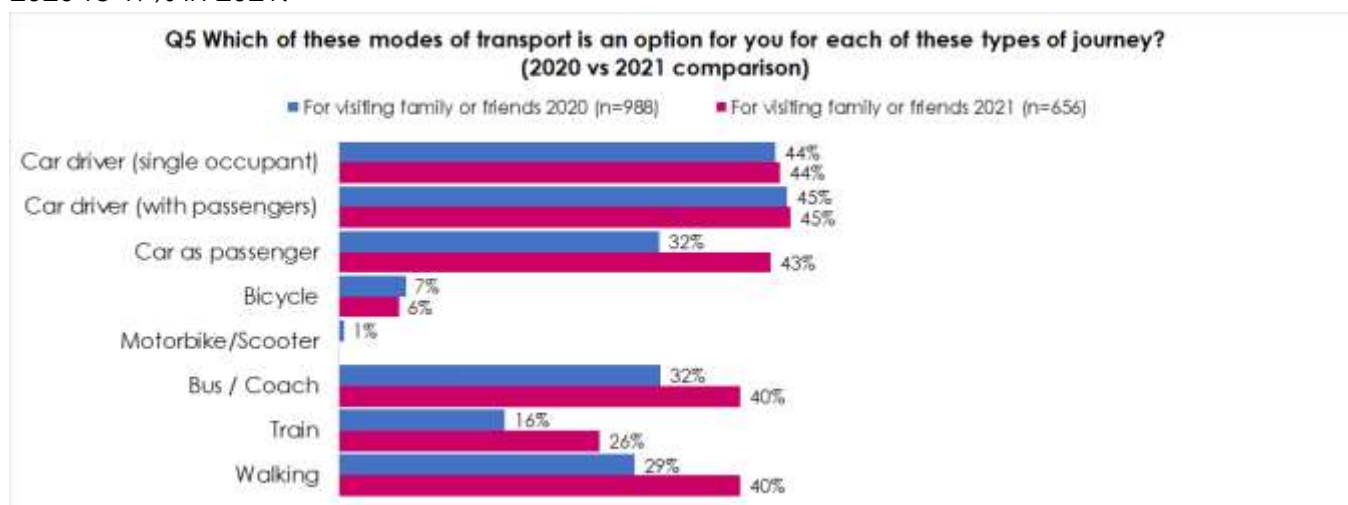
More respondents said that travelling by bus or coach was an option (42%) than in 2020 (32%). However, the proportion of respondents who said this was the main mode of transport they used to get to their work has not changed significantly.



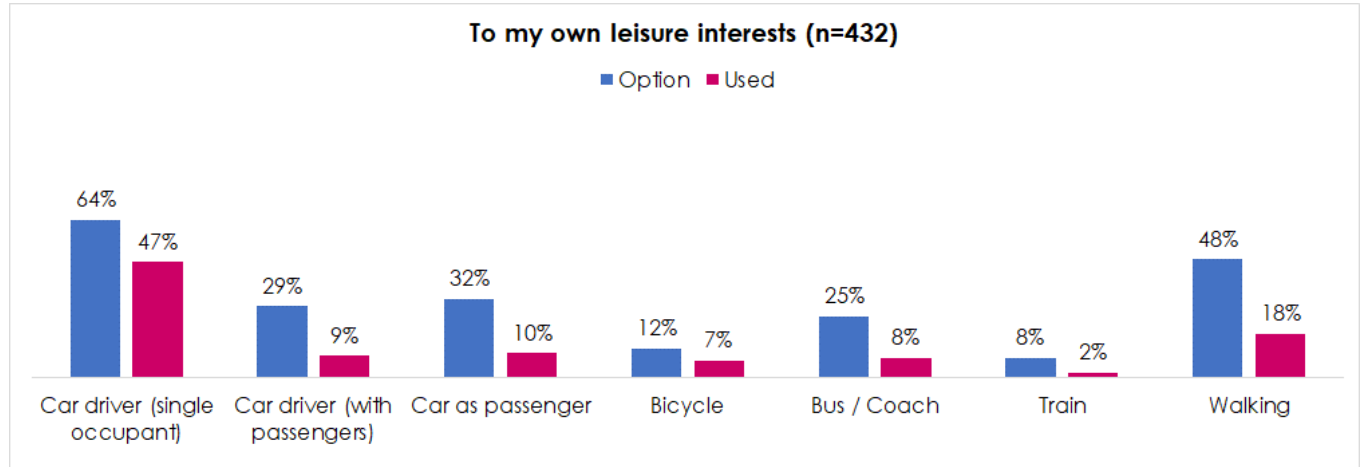
When asked about visiting friends or family, car was most likely to be considered an option and also most likely to be used. There were significant gaps between the perception of bus, train and walking as options for travel to friends and family and the proportion that actually used this method. For example, 40% stated that they considered walking an option to visit friends or family but just 17% used this method the last time they took this journey.



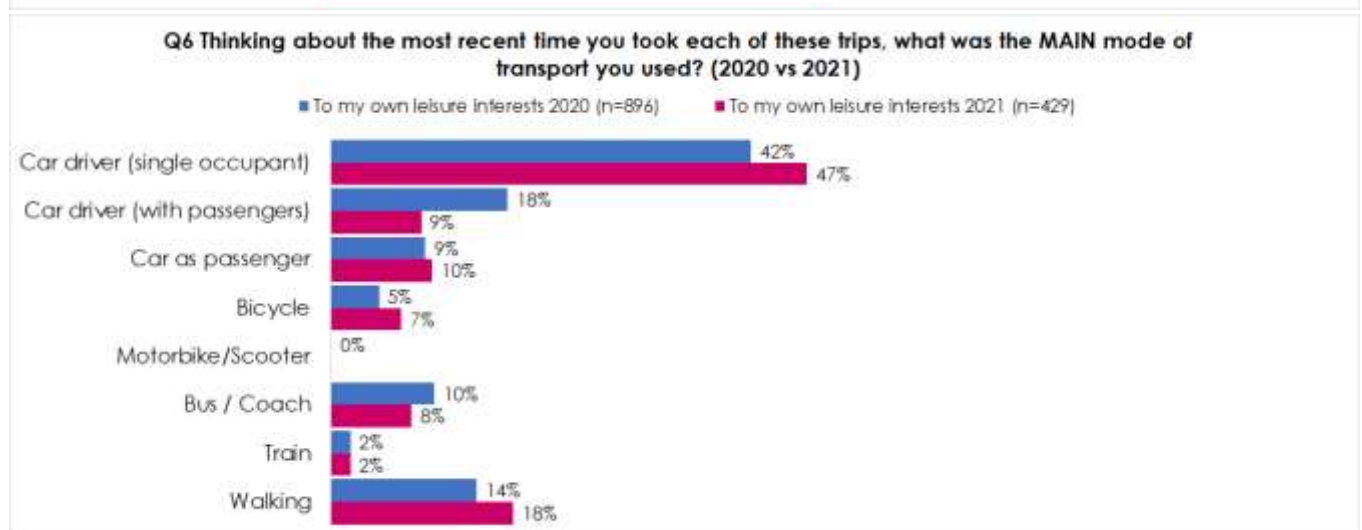
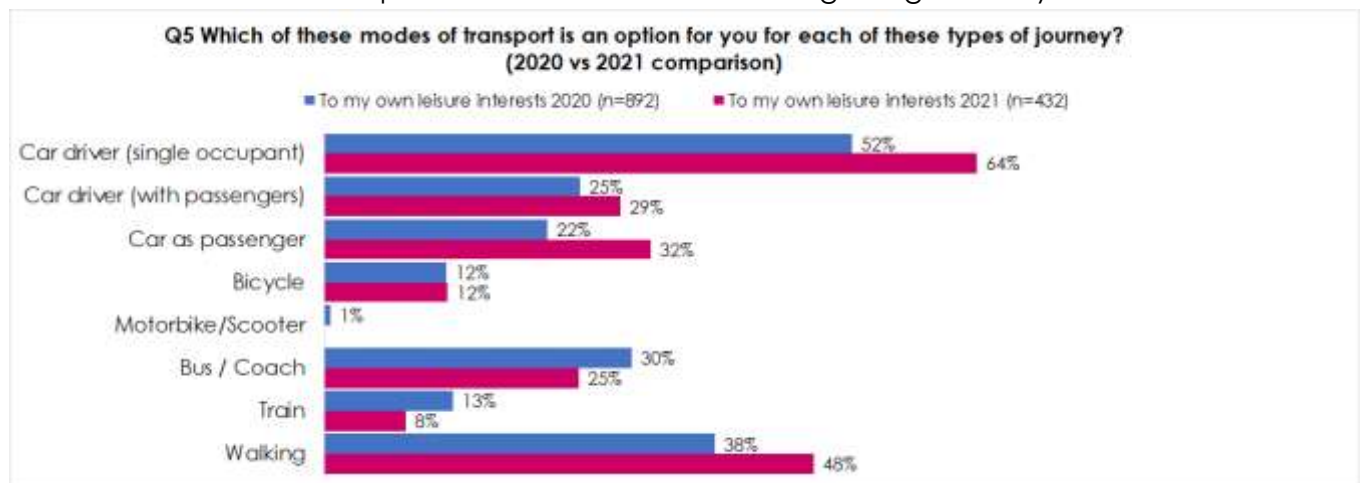
There has been an increase in the proportion of respondents noting that travelling by bus, train or walking was an option for them when visiting family and friends. The proportion of respondents who said they walked the last time they made this trip has increased from 11% in 2020 to 17% in 2021.



Finally, in terms of travelling to respondents own leisure interests, car was again most likely to be perceived as an option and also most likely to be used. Walking was believed to be an option by 48% of respondents but used by 18% when they last made this journey, travel by bus or coach was an option for 25% but used by 8% and bicycle was an option for 12% and used by 7% of respondents.



Fewer respondents in 2021 said travelling by bus or by train to their leisure interests was an option available to them. On the other hand, more respondents said they could walk. In terms of the main mode of transport used these have not changed significantly since 2020.



2.7 Important issues when choosing how to make a journey (Q7)

Respondents were asked to state how important a range of issues were when choosing how they will make any journey. They were asked to rate importance on a scale of 1 to 10 where 1 was not at all important and 10 was very important. To allow for meaningful analysis of this a mean or average rating for each issue has been calculated.

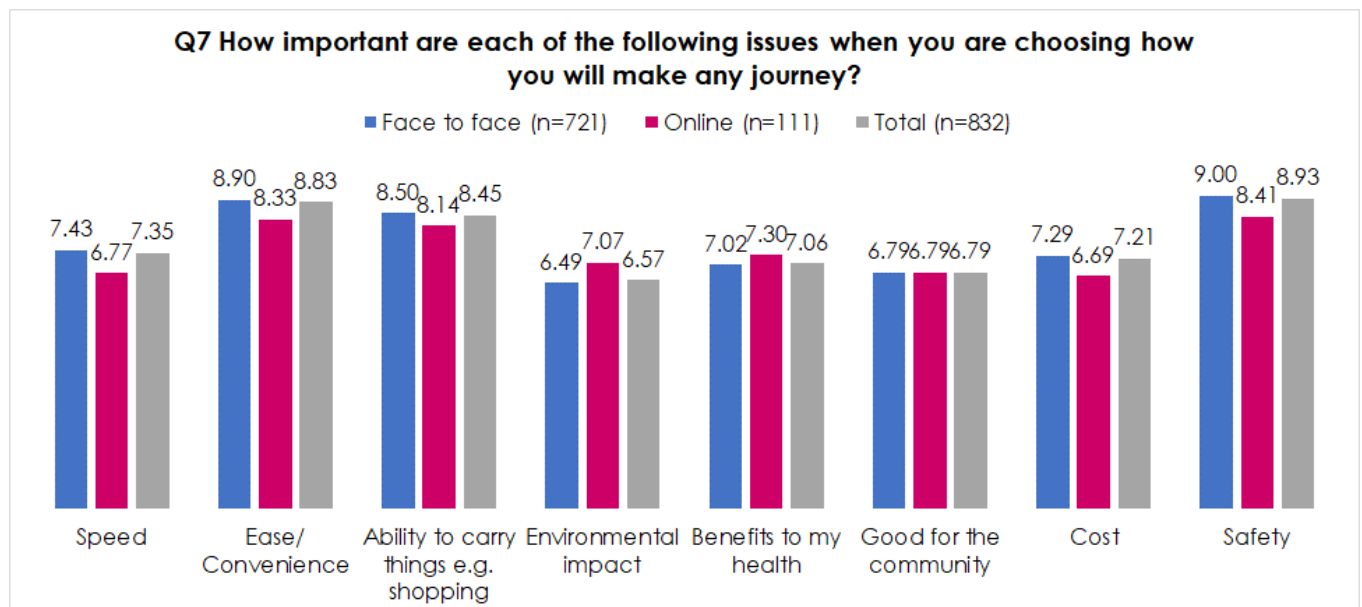
This shows that most important were:

- Safety (mean rating of 8.93)
- Ease or convenience (mean rating of 8.83)
- Ability to carry things e.g. shopping (mean rating of 8.45).

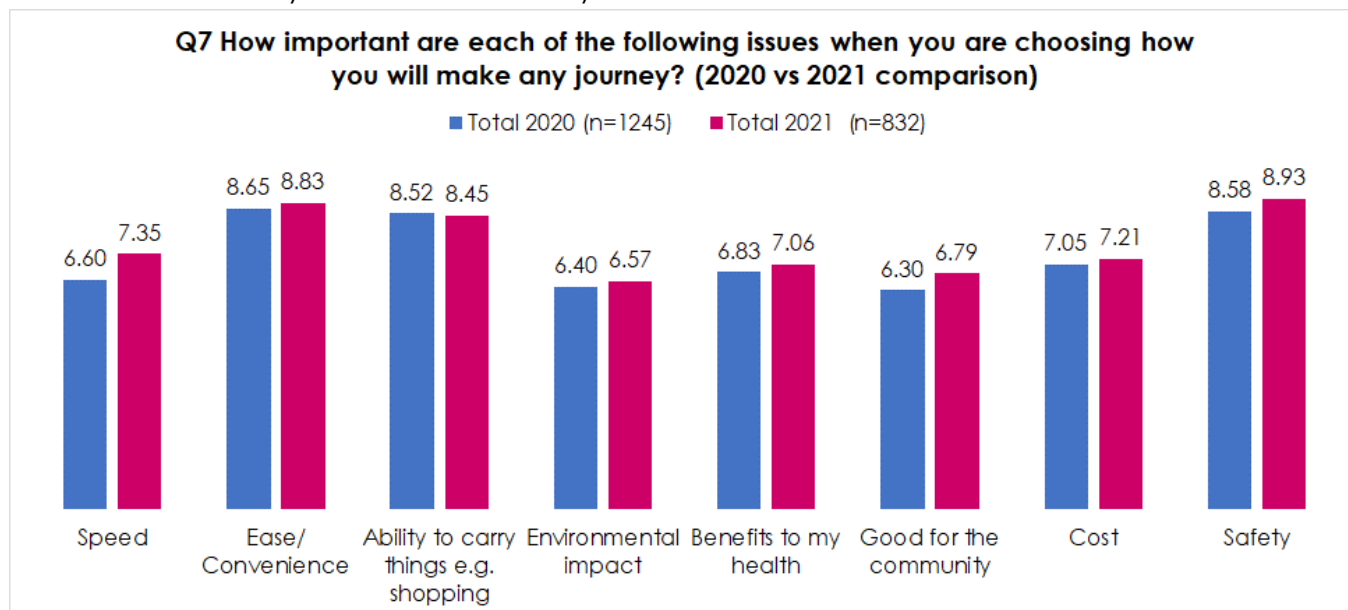
Least likely to be perceived to be important were:

- Good for the community (mean rating of 6.79)
- Environmental impact (mean rating of 6.57).

Comparison of the results from the face to face versus online surveys shows that the top three aspects of the journey which were most important to respondents were the same for face to face respondents versus online participants.



The top 3 aspects which were considered important to respondents were consistent across both the 2020 survey and the 2021 survey.



Analysis by different demographic groups showed the following most notable differences:

■ **Speed:**

- This was considered to be most important for those aged 30-44 (8.42) and least important for respondents aged 75 and over (5.57).
- Retired respondents were least likely to find this important (6.16), while those who were in full time employment gave this the highest mean score rating (8.34).
- Those who said their main mode of transport was by train were most likely to find speed important (8.54), while those who mainly walk found this least important (6.55).

■ **Ease/ convenience:**

- This was more important for females (9.01) than males (8.59).
- Those who mainly travel by car rated this most highly (9.13) and cyclists found this least important (7.97).

■ **Ability to carry things:**

- This was least important for younger respondents (7.88) and most important for those aged 60-74 (8.77).
- Females were more likely to find this important (8.77) than males (8.01).
- Analysis by employment status revealed that those who were retired were more likely to find this important (8.74), while those who were in full time education (7.22) or full time students (7.00) found this less important.
- This was most important for those who travel by car (8.90) and least important for those who travel by train (6.00).

■ **Environmental impact:**

- Respondents aged 30-44 were most likely to have given this a higher mean score and therefore consider it to be more important (6.99) and those aged 75 and over were least likely (5.78).
- The environmental impact was most important for cyclists (8.59) and least important for those who mainly travel by car (6.01).

■ **Benefits to my health:**

- Participants aged 60-74 considered this most important (7.49) and those aged 75 and over (6.66) and aged 17-29 (6.68) gave this the lowest mean rating.
- This was most important for respondents who were full time students (7.92) and least important for those in full time employment (6.62).
- Health benefits were most important for cyclists (8.91) and least important for those who mainly travel by car (6.42).

■ **Good for the community:**

- The mean score in this respect ranged from 6.15 for those aged 17-29 and 7.30 for respondents aged 60-74.
- Benefits to the community was most important for cyclists (8.18) and least important for those who mainly travel by car (6.18).

■ **Cost:**

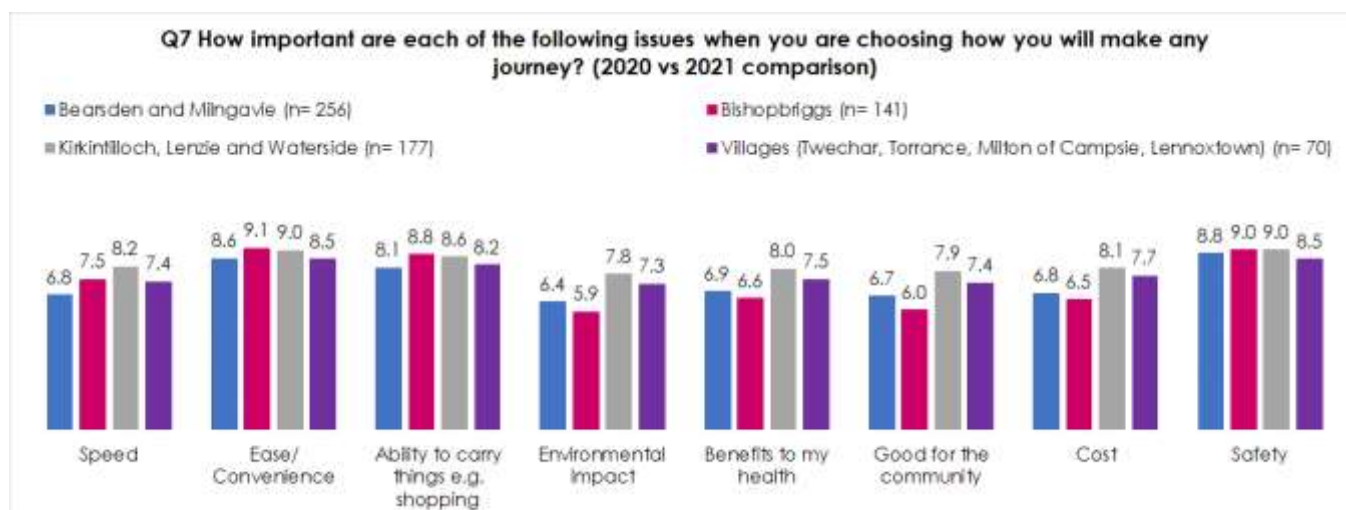
- Cost was significantly higher for younger respondents (17-29) and least important for those aged 75 and over (6.44).
- Perhaps linked to the findings by age was that full time students were most likely to consider cost to be important (mean score of 8.61) than retired respondents (6.7).
- This was most important for those travelling by bus (8.32) and least important for those who tend to travel by car (6.62).

■ **Safety:**

- Safety received the highest mean score rating for respondents aged 30-44 (9.08) and aged 75 and over (9.07). Those aged 45-59 gave this the lowest mean score rating (8.61).
- Females were more likely to find this important (9.10) than males (8.69)
- Safety was more important for those travelling by car (9.09) than those who travelled by train (8.40).

Geographical analysis, where respondents provided a full home postcode, shows some differences in terms of importance when choosing how to make any journey.

- Respondents living in Kirkintilloch, Lenzie and Waterside were more likely to consider environmental impacts when choosing how they make a journey (7.8) than those in Bishopbriggs (5.9). They were also most likely to consider what would be good for the community (7.9), the cost (8.1), benefits to their health (8.0) and the speed (8.2).
- Ease or convenience (9.1) and the ability to carry things (8.8) was most important for those living in Bishopbriggs.



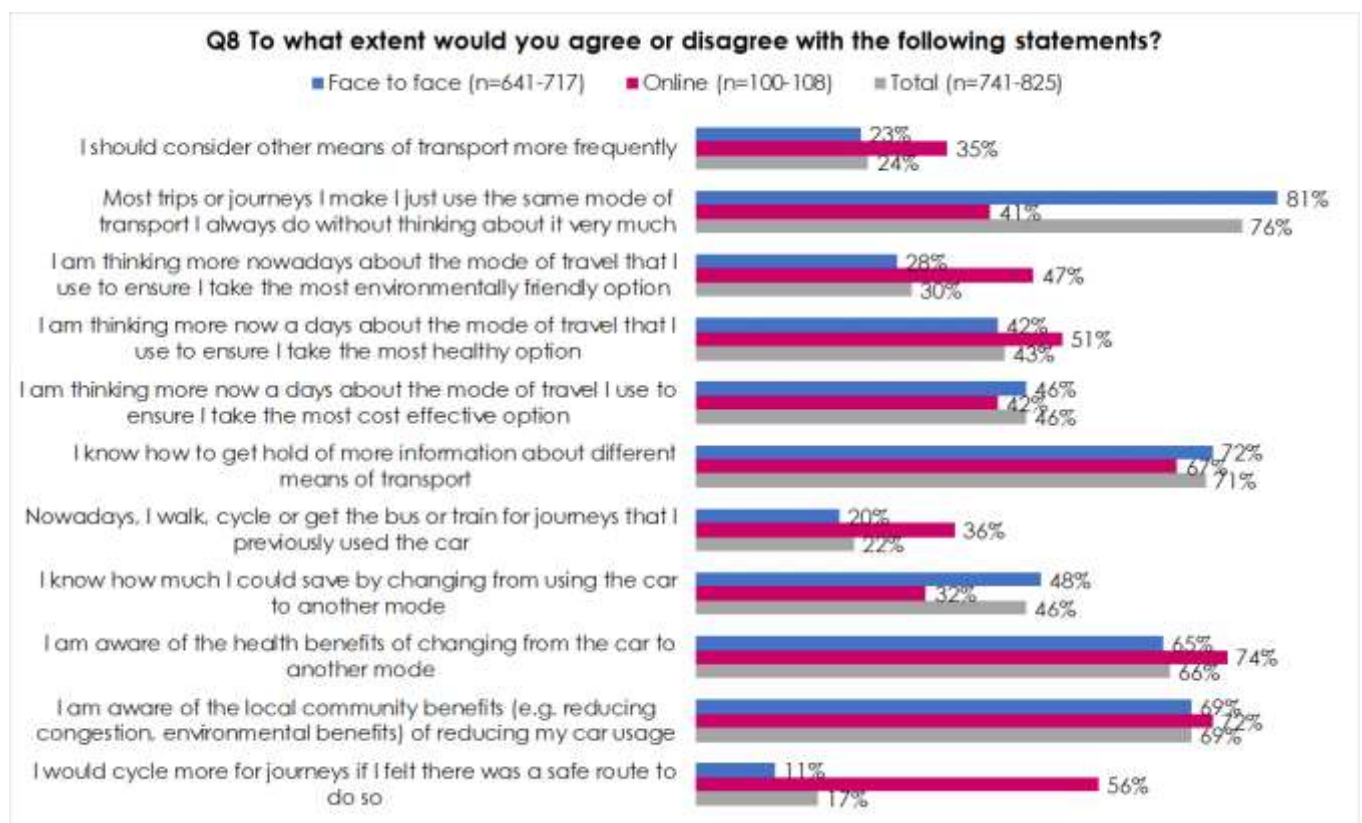
2.8 Attitudinal statements about transport (Q8)

When asked to respond to a series of attitudinal statements about transport, respondents were most likely to agree (either agree strongly or agree slightly) to the following statements:

- Most trips or journeys I make I just use the same mode of transport I always do without thinking about it very much (76% agree)
- I know how to get hold of more information about different means of transport (71% agree).
- I am aware of the local community benefits of reducing my car usage (69% agree)
- I am aware of the health benefits of changing from the car to another mode (66% agree)

Respondents were least likely to agree with the statements:

- I would cycle more for journeys if I felt there was a safe way to do so (17% agree)
- Nowadays I walk, cycle or get the bus or train for journeys that I previously used the car (22% agree).
- I should consider other means of transport more frequently (24% agree)

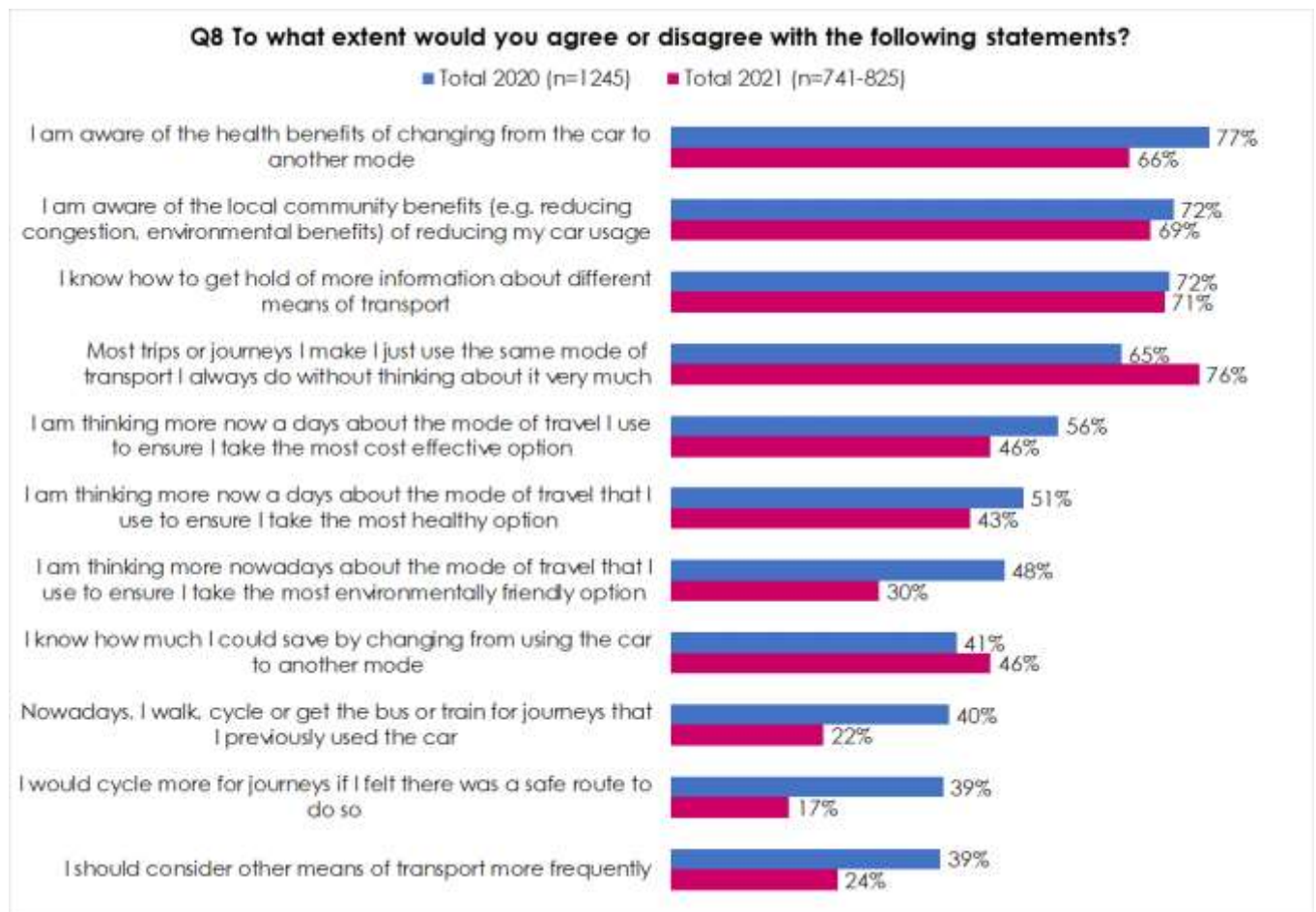


It is interesting to note that there was a notable difference in the extent to which online respondents agreed with the statement 'Most trips or journeys I make I just use the same mode of transport I always do without thinking about it very much'. Those who responded to the online survey were much less likely to agree with this statement (41% agree) compared to those who responded to the face to face survey (81% agree). On the other hand, online respondents were more likely to agree they would cycle more for journeys if I felt there was a safe route to do so (56%) than face to face respondents (11%).

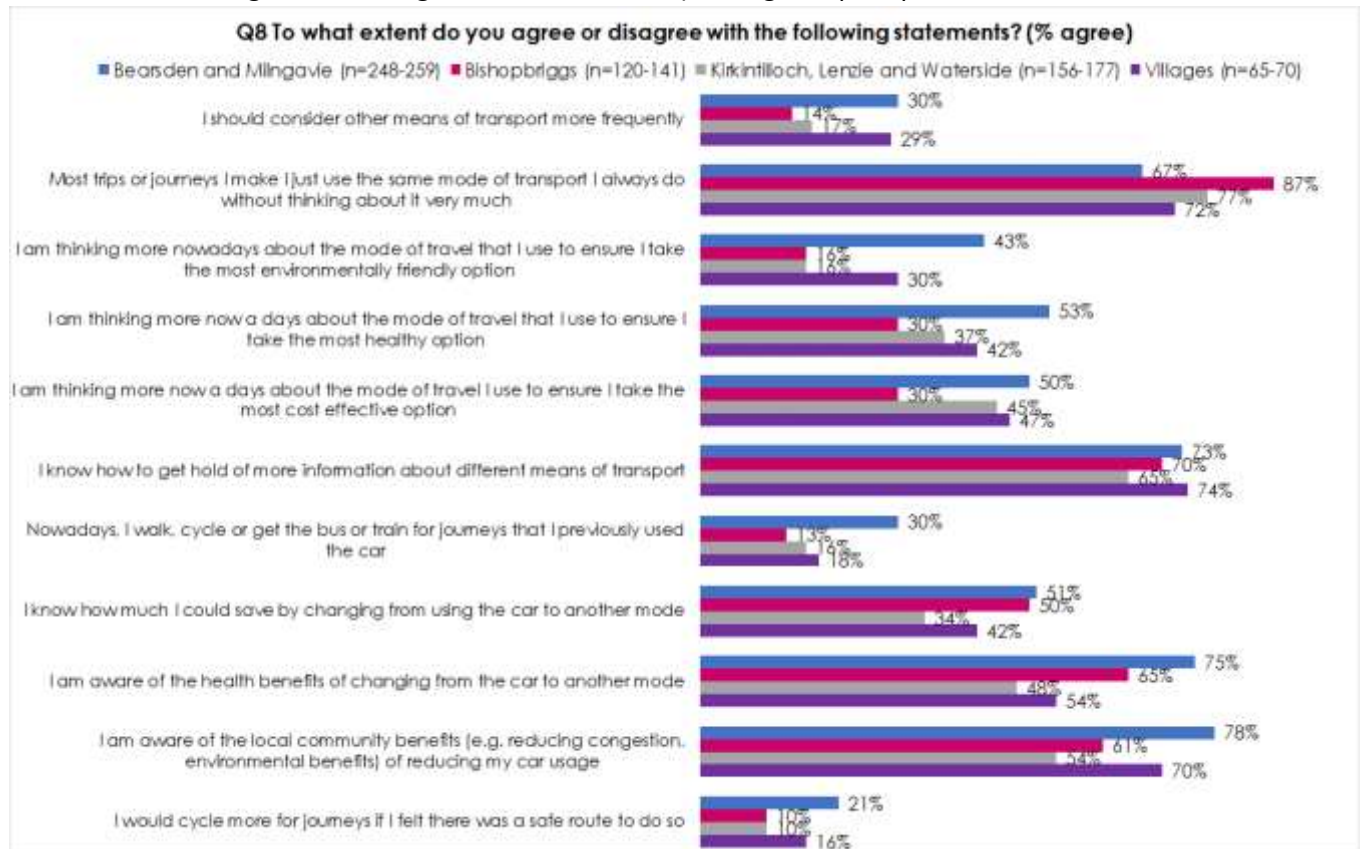
The chart below shows the findings for 2020 compared to 2021. Generally, the level of agreement has decreased since 2020 with the biggest decreases in agreement being seen regarding the following statements:

- I would cycle more for journeys if I felt there was a safe route to do so (39% agreed in 2020 compared to 24% in 2021)
- Nowadays, I walk, cycle or get the bus or train for journeys that I previously used the car (40% agreed in 2020 compared to 22% in 2021)
- I am thinking more nowadays about the mode of travel that I use to ensure I take the most environmentally friendly option (48% agreed in 2020 compared to 30% in 2021)
- I should consider other means of transport more frequently (39% agreed in 2020 compared to 24% in 2021)

On the other hand there has been an increase in the proportion of respondents who agreed that most trips or journeys they make they just use the same mode of transport they always do without thinking about it very much (increased from 65% in 2020 to 76% in 2021).



Geographical analysis shows some notable differences between areas. In general those living in Bearsden were most likely to agree with all statements with the exception of “most trips or journeys I make I just use the same mode of transport I always do without thinking about it very much” where Bishopbriggs respondents were most likely to agree (87%) and also with the statement “I know how to get hold of more information about different means of transport” where those living in the villages were most likely to agree (74%).



Analysis by age reveals that older respondents aged 75 and over were the least likely to agree with all of these statements. The biggest variances by age could be seen for the following statements:

- I know how to get hold of more information about different means of transport (89% aged 30-44 agree compared to 32% of respondents aged 75 and over).
- I know how much I could save by changing from using the car to another mode (69% aged 30-44 agree compared to 15% of respondents aged 75 and over).
- I am aware of the health benefits of changing from the car to another mode (86% aged 30-44 agree compared to 25% of respondents aged 75 and over).

The level of agreement with these statements does not vary significantly with the exception of the statement “I would cycle more for journeys if I felt there was a safe route to do so” where 24% of males agreed compared to 13% of females.

2.9 What could be done to encourage more by walking or cycling? (Q9)

Finally, respondents were asked what, if anything, could be done locally to encourage them to travel more by walking or cycling over taking the car. This was asked as an open question where respondents could answer in any way they wanted. In order to provide some analysis, these have been grouped into broad themes based upon the nature of the comment.

As shown below, the most commonly noted responses were that nothing could be done, they didn't know what could be done or they did not make a comment. This was noted in 83% of responses (47% in 2020). This was most likely to be the case for the most elderly respondents aged 75 and over, with 97% of these respondents stating that there was nothing that could be done to encourage them to travel more by walking or cycling. Where respondents gave other comments this tended to be regarding increasing awareness of the benefits of walking and cycling and making people more aware of the routes available to them.

Q9 What, if anything, could be done locally to encourage you to travel more by walking or cycling over taking the car?		
Base: Gave a response	2020 (n=1245)	2021 (n=807)
Cycling e.g. increasing safety, providing infrastructure for cycling	23%	11%
Making walking easier e.g. resurfacing or improving safety of pavements/ walking routes	10%	5%
Roads/ Traffic/ Safety e.g. fewer cars on the road, enforce speed limits	7%	4%
Bus/ train e.g. more frequent/ reliable/ cheaper services	10%	1%
Other	3%	2%
Nothing/ don't know/ no comment/ *not able to walk/ cycle more/ already do	47%	83%

* this code in 2021 also includes those who said there was nothing that could be done as they were unable to walk or cycle more e.g. due to old age or health reasons and also those who said they were already walking or cycling as much as possible.

Analysis by area shows that respondents in some areas were more likely to make comments on particular themes than others. Respondents in Bearsden and Milngavie were most likely to make comments about cycling infrastructure (15%). Those in Bearsden and Milngavie were also more likely to mention things that would make walking easier (6%) than those in Bishopbriggs (1%).

Q9 What, if anything, could be done locally to encourage you to travel more by walking or cycling over taking the car?				
	Bearsden and Milngavie	Bishopbriggs	Kirkintilloch, Lenzie and Waterside	Villages
	251	138	177	70
Making walking easier e.g. resurfacing or improving safety of pavements/ walking routes	6%	1%	4%	4%
Bus/ train e.g. more frequent/ reliable/ cheaper services	1%	1%	1%	3%
Roads/ Traffic/ Safety e.g. fewer cars on the road, enforce speed limits	4%	4%	2%	6%
Cycling e.g. increasing safety, providing infrastructure for cycling	15%	7%	8%	7%
Nothing/ don't know/ no comment/ not able to walk/ cycle more/ already walk/ cycle	81%	88%	88%	80%
Other	2%	1%	2%	4%

Just over 1 in 10 respondents (11%) made comments about cycling related issues. Comments about cycling were most likely to be noted by respondents aged between 30-44 (15%) and respondents aged 45-59 (20%). Comments related most often to safe cycle routes. Some examples are noted below:

It's all about safety. There are few cycle paths and narrow pavements along heavily polluted and noisy roads with cars and lorries that pass too close by and often well in excess of speed limits. Pavements are all too often blocked by cars parking on them meaning we have to go out onto those dangerous roads to continue our journey. There are too few crossings. Along Drymen Road there is no way, from Canniesburn Toll up to Station Road to cross the road safely as there is no light or zebra crossing of any kind. Pavements are now full of cyclists trying to protect themselves from the traffic on the roads making life for pedestrians even more difficult.

I force myself to cycle at times because the driving standards in Bearsden and Milngavie are outrageous and without cycle lanes I genuinely fear for my safety. I still do it though as I understand we are in a climate emergency. I have to think very carefully about the routes I will take especially when my daughter is on the back of my bike.

Complete the half-finished Bearsway. It is scandalous that young kids can bike to the end then have to join the main road where it is most dangerous.

More segregated cycling routes to and from school. I would cycle with my son if there was space - the pavements to school are very busy and there are big buses that go along the road. Cycling routes need to be obvious and on routes already used. Tucking them away makes them less visible and often longer. A clear link between Kirky and Lenzie train station might encourage more use. New build estates need to discourage car use - local shops etc.

Better cycle routes that connect across East Dunbartonshire and link with other local authorities. Too many currently are not connected e.g. Lenzie to Strathkelvin retail park and into Glasgow.

Just 5% of comments related to walking. Comments often related to the condition or pavements, feelings of safety and improved walking routes to access services. Some illustrative comments are as follows:

As a pedestrian I would need safe crossings and more of them. Safety from the threat of fast and constant traffic, pavements free of parked cars, pavements that are not simply a crazy paving patchwork of historic digging for utilities, pedestrianised zones at town centres.

Better pavements, very bad surfaces which are making walking an issue for folk with sight or balance issues. The state of pavements is the worst I have seen in a decade.

Better master plan of the area which allows people to walk more and provide safer pavements for access. For instance, I have a young family and have to use a private nursery 3 miles away from the local school my son attends because there is no early years at it. Local services feel fragmented around the area and inaccessible.

Making footpaths better by clearing shrubs and bushes as quite often you have to move on to roads to get past trees and bushes.

Only 1% made comment on bus or train services. Comments noted that services were not suitable for their needs, for example the times of buses, safety concerns, frequency, or routes, for example:

Walk everywhere as I'm scared to go on public transport at the moment, think a lot of people are now.

Public transport is dirty, unreliable and even unsafe at night. Buses only just started accepting chip and pin now... other countries have done it for years.

Better train service & more frequent.

As I live in a rural area, I walk as much as possible in and around the village. If I need to go to Kirkintilloch, Bishopbriggs etc. I will take the car as the bus service is unreliable. In fact, I cannot travel directly to Bishopbriggs to shops from where I live. I also cannot access Stobhill hospital directly from my village - this is particularly bad and needs to be sorted out!!!

A later bus for coming home from Glasgow city centre that goes along Duntocher road.

Finally, 4% of respondents made comments which related to traffic or safety, many of which were made with specific reference to cycling. Again, some examples are noted below:

Better infrastructure, 20mph speed limits, filtered permeability, low traffic networks.

Creation of a network of dedicated cycle routes. Cycling on busy roads shared with motor vehicles is dangerous and there is no pleasure in it.

More pedestrian crossings, smoother pavements, ramps between road and pavement at crossings, cycle lanes, enforce speed restrictions on vehicles, ensure existing speed cameras are actively issuing tickets (they are not currently doing so). Make pedestrians and cyclists feel safe and valued.

I cycle a lot. As do my family members. East Dunbartonshire isn't safe for cyclists. The cycle path that was built by the new piece of road is ideal but far too short. At the end of it is a busy twisty road where cars break the limit - not good for kids. Look at Denmark to see what it has done. It will never happen here though. Educate drivers more about giving cyclists space. I was actually attacked on Kirkintilloch Road last year by a driver for no reason whatsoever other than I was on my bike.

Smoother pavements and roads. Less potholes especially during winter they need to act on the potholes quicker.

I love the idea of cycling but would be too scared to do it due to congestion, lack of cycle lanes and road rage.

2.10 Summary of key findings

Overall, 37% of respondents said **the pandemic had changed their travel behaviour**. The main reason was where respondents were as a result travelling less now they were working from home (40%). Other reasons included avoiding public transport (20%), where respondents were now walking or cycling more than they used to (17%) or where respondents said they were now going out or travelling less or were being more cautious (17%).

Car was the **most commonly used mode of transport** by respondents with 60% of respondents overall stating that this is their main mode of transport. 25% overall stated that bus or coach was their main mode of transport. Walking was the main mode of transport for 10% of respondents and cycling for 4%.

Just over one in ten respondents (14%) **are making journeys of under one mile by car** on a daily basis and a further 21% are doing so approximately 3-6 times per week. A third of respondents never do this.

In terms of the profile of **journeys made in a typical week**, journeys to the supermarket were most likely to be made (83%) followed by journeys to local shops or services (66%) and visiting family or friends (55%).

For each of the types of journeys made, respondents were asked what modes of transport were an **option** for them to make that journey and then what was the main mode of transport they **used** when they last made that journey. The key findings of this were:

- For journeys involving children (i.e. to school or to kids' activities) car was most likely to be an option and also most likely to be used with little difference between the proportion stating it was an option and the proportion stating they use this. However, in terms of walking, c.30% more respondents feel that it would be an option than actually used this as their mode of transport.
- It is interesting to note that walking children to school was perceived as an option for 64% but only used by 32% and for travel to kids' activities it was perceived as an option for 49% of respondents but only used by 16%.
- When travelling to the supermarket, local shops or town centres, car is again the most likely to be perceived as being an option and most likely to be used. Again, there are large differences between the proportion of respondents stating that they could walk compared to those that do walk. This was most notable in terms of walking to local shops where 87% felt it was an option but only 55% said they did this.
- Travel to work showed again that car was most likely to be an option and most likely to be the mode of transport used. Gaps were noted between the potential for bus travel (42% consider this an option and 14% use) and train travel (26% consider this an option and 7% use).
- When visiting friends or family or travelling to leisure interests, again the car is most likely to be considered to be an option and most likely to be used. Bus, train and walking were all considered to be options, but many fewer respondents were actually using these as modes of transport than those that considered these an option.

Respondents were asked to state how **important** a range of issues were **when choosing how they will make any journey**. They were asked to rate importance on a scale of 1 to 10 where 1 was not at all important and 10 was very important. To allow for meaningful analysis of this a mean or average rating for each issue has been calculated. This showed that most important were:

- Safety (mean rating of 8.93)
- Ease or convenience (mean rating of 8.83)
- Ability to carry things e.g. shopping (mean rating of 8.45).

When asked to respond to a series of **attitudinal statements** about transport, respondents were most likely to agree (either agree strongly or agree slightly) to the following statements:

- Most trips or journeys I make I just use the same mode of transport I always do without thinking about it very much (76% agree)
- I know how to get hold of more information about different means of transport (71% agree).
- I am aware of the local community benefits of reducing my car usage (69% agree)
- I am aware of the health benefits of changing from the car to another mode (66% agree)

Respondents were least likely to agree with the statements:

- I would cycle more for journeys if I felt there was a safe way to do so (17% agree)
- Nowadays I walk, cycle, or get the bus or train for journeys that I previously used the car (22% agree).
- I should consider other means of transport more frequently (24% agree)

Appendix 1

Survey Questionnaire

INTERVIEWER: PLEASE CODE**WEATHER**

Wet	1
Dry	2
Cold	3
Snow	4
Other (specify)	5

AREA/ LOCATION

Bearsden	1
Bishopbriggs	2
Kirkintilloch	3
Milngavie	4
Auchinairn	5
Hillhead and Harestanes	6
Lennoxtown	7
Twechar	8

Introduction : Good morning/afternoon I am..... from Research Resource an independent research company, who are carrying-out a survey with people who live, work or visit this area regarding local travel and transport. It will only take about 10 minutes. Would you be willing to take part? All answers you give are confidential and will not be used for any other purpose than this research.

Q1Has the Covid-19 pandemic changed your travel behaviour?

Yes	1	Go to Q1a
No	2	Go to Q2

Q1a Can you explain what has changed?

I am now working from home so not commuting	1
I am avoiding taking public transport	2
I now walk or cycle more than I used to	3
I drive more than I used to	4
I now drive on my own as opposed to car sharing	5
Other (please specify)	6

Q2. Thinking of your travel over the last month, what is your main mode of transport?

Car driver (single occupant)	1	Go to Q2a
Car driver (with passengers)	2	
Car as passenger	3	
Bicycle	4	
Motorbike/Scooter	5	Go to Q3
Bus / Coach	6	
Train	7	
Walking	8	
Other (please specify)	9	

Q2a Is this an electric car/ bike?

Electric car	1
Electric bike	2
No	3

Q3. Thinking of this main mode of transport that you said you use, how often do you travel in this way for the following distances? READ OUT & SHOWCARD A	More than once a day	Every day	5-6 days a week	3-4 days a week	1-2 days a week	Less than once per week	Never
a. Under 1 mile	1	2	3	4	5	6	7
b. Between 1 and 2 miles	1	2	3	4	5	6	7
c. Over 2 up to 5 miles	1	2	3	4	5	6	7
d. Over 5 miles	1	2	3	4	5	6	7

Q3a.

Which of the following journeys do you take in a typical week?

Please note- a journey is any trip that can be taken in any way- not only car but any type of travel- even cycling or walking.

**SHOWCARD B
MULTICODE**

Probe- are there any other types of journey you take that are not listed here?

	CODE
a. Taking or escorting kids to school	1
b. To work(record postcode)_____	2
c. To full time education	3
d. To local shops/ services	4
e. To the local town centre	5
f. To the supermarkets	6
g. To my kids' activities	7
h. To my own leisure interests	8
i. For visiting family or friends	9
j. Other (Specify) _____	10

ASK ALL

Q4. How often do you take each of these journeys types? READ OUT & SHOWCARD D	More than once a day	Every day	5-6 days a week	3-4 days a week	1-2 days a week	Less than once per week	Never	N/A
Taking kids to school	1	2	3	4	5	6	7	8
To work	1	2	3	4	5	6	7	8
To full time education	1	2	3	4	5	6	7	8
To local shops/ services	1	2	3	4	5	6	7	8
To your local town centre	1	2	3	4	5	6	7	8
To the supermarkets	1	2	3	4	5	6	7	8
To my kids' activities	1	2	3	4	5	6	7	8
To my own leisure interests	1	2	3	4	5	6	7	8
For visiting family or friends	1	2	3	4	5	6	7	8

ASK Q5 FOR ALL JOURNEYS CODED 1-6 AT Q3

Q5. Which of these modes of transport is an option for you for each of these types of journey? By "option" I mean a mode of transport that you COULD use on most occasions even if you don't choose to use it. MULTICODE	Car driver (single occupant)	Car driver (with passengers)	Car as passenger	Bicycle	Motorbike/Scooter	Bus / Coach	Train	Walking
Taking kids to school	1	2	3	4	5	6	7	8
To work	1	2	3	4	5	6	7	8
To full time education	1	2	3	4	5	6	7	8
To local shops/ services	1	2	3	4	5	6	7	8
To your local town centre	1	2	3	4	5	6	7	8
To the supermarkets	1	2	3	4	5	6	7	8
To my kids' activities	1	2	3	4	5	6	7	8
To my own leisure interests	1	2	3	4	5	6	7	8
For visiting family or friends	1	2	3	4	5	6	7	8

[IF CAR DRIVER OR BICYCLE IS AN OPTION]

Q5a Is this an electric car/ bike?

Electric car	1
Electric bike	2
No	3

ASK Q6 FOR ALL JOURNEYS CODED 1-6 AT Q3 – CHECK CODED AT Q5 ALSO

Q6. Thinking about the most recent time you took each of these trips, what was the MAIN mode of transport you used? (SINGLECODE)	Car driver (single occupant)	Car driver (with passengers)	Car as passenger	Bicycle	Motorbike/Scooter	Bus / Coach	Train	Walking
Taking kids to school	1	2	3	4	5	6	7	8
To work	1	2	3	4	5	6	7	8
To full time education	1	2	3	4	5	6	7	8
To local shops/ services	1	2	3	4	5	6	7	8
To your local town centre	1	2	3	4	5	6	7	8
To the supermarkets	1	2	3	4	5	6	7	8
To my kids' activities	1	2	3	4	5	6	7	8
To my own leisure interests	1	2	3	4	5	6	7	8
For visiting family or friends	1	2	3	4	5	6	7	8

ASK ALL

Q7. How important are each of the following issues when you are choosing how you will make any journey? Please rate each issue on a scale of 1 to 10 where 1 is 'not at all important' and 10 is 'very important to me'.	1 = Not important important 10=Very important									
Speed	1	2	3	4	5	6	7	8	9	10
Ease/ Convenience	1	2	3	4	5	6	7	8	9	10
Ability to carry things (e.g. shopping)	1	2	3	4	5	6	7	8	9	10
Environmental impact	1	2	3	4	5	6	7	8	9	10
Benefits to my health	1	2	3	4	5	6	7	8	9	10
Good for the community	1	2	3	4	5	6	7	8	9	10
Cost	1	2	3	4	5	6	7	8	9	10
Safety	1	2	3	4	5	6	7	8	9	10

	Q8. To what extent would you agree or disagree with the following statements? ASK ALL SHOWCARD J	Agree strongly	Agree slightly	Neither	Disagree slightly	Disagree strongly	DK
✓	TICK START AND ROTATE						
	I should consider other means of transport more frequently	1	2	3	4	5	6
	Most trips or journeys I make I just use the same mode of transport I always do without thinking about it very much	1	2	3	4	5	6
	I am thinking more nowadays about the mode of travel that I use to ensure I take the most environmentally friendly option	1	2	3	4	5	6
	I am thinking more now a days about the mode of travel that I use to ensure I take the most healthy option	1	2	3	4	5	6
	I am thinking more now a days about the mode of travel I use to ensure I take the most cost effective option	1	2	3	4	5	6
	I know how to get hold of more information about different means of transport	1	2	3	4	5	6
	Nowadays, I walk, cycle or get the bus or train for journeys that I previously used the car	1	2	3	4	5	6
	I know how much I could save by changing from using the car to another mode	1	2	3	4	5	6
	I am aware of the health benefits of changing from the car to another mode	1	2	3	4	5	6
	I am aware of the local community benefits (e.g. reducing congestion, environmental benefits) of reducing my car usage	1	2	3	4	5	6
	I would cycle more for journeys if I felt there was a safe route to do so	1	2	3	4	5	6

Q9 What, if anything, could be done locally to encourage you to travel more by walking or cycling over taking the car? [PROBE FULLY]

	Q10. Finally, we are interested in how you feel about travelling in the future compared to your travel behaviour pre pandemic? To what extent do you agree with the following statements. ASK ALL SHOWCARD J	Agree strongly	Agree slightly	Neither	Disagree slightly	Disagree strongly	DK
✓	TICK START AND ROTATE						
	I will avoid public transport and use my car or other vehicle more than I did before.	1	2	3	4	5	6
	I will go back to doing all of the things I did before including holidays and travel	1	2	3	4	5	6
	I expect to work from home more often in the future	1	2	3	4	5	6
	I will walk and cycle more	1	2	3	4	5	6
	I am concerned about people contracting or spreading the virus on public transport	1	2	3	4	5	6

This final section of the questionnaire will help us understand the profile of those that have answered the survey and how different people travel. It will be completely anonymous and only used for analysis purposes.

Profile Data

<u>Age</u>		<u>Tenure</u>		<u>Adults in HH</u>	
17-29	1	Owner	1	1	1
30-44	2	Social Rent	2	2	2
45-59	3	Private rent	3	3 or more	3
60-74	4	Other	4		
75+	5			<u>Pre school children in the HH?</u>	
		<u>Full Home Postcode</u>		0	1
<u>Gender</u>				1	2
Male	1	_____		2+	3
Female	2				
		<u>Number of cars in HH</u>		<u>Primary school children in the HH?</u>	
<u>Working Status of Respondent</u>		0	1	0	1
Full time (30+ hrs per week)	1	1	2	1	2
Part time (5-29 hrs per week)	2	2	3	2+	3
Full time housewife/husband	3	3+	4		
Full time student	4			<u>Secondary school children in the HH?</u>	
Retired	5			0	1
Full Time Education	6			1	2
Other – write in:	7			2+	3

—					

Complete respondent information & contact details – then thank and close

Appendix 2

Technical Report Summary

TECHNICAL REPORT SHEET – QUANTITATIVE RESEARCH

Project number	P1186
Project name	East Dunbartonshire Travel Survey 2021
Objectives of the research	The aim of the research was develop a detailed local understanding of the travel behaviour in East Dunbartonshire in order to assist in developing policy and monitoring progress being made against delivering on the Transport Planning Objectives within the Council's Local Transport Strategy 2020-2025
Target group	Residents of East Dunbartonshire and those that travel into East Dunbartonshire for leisure or work purposes.
Target sample size	The aim was to achieve a total of 720 interviews from the face to face survey.
Achieved sample size	A total of 721 interviews were achieved from the face to face, in town centre research. This was augmented by a further 111 surveys which were completed via an online survey.
Date of fieldwork	Face to face: 25 th September to the 9 th of October 2021 Online: 28 th September to 8 th October 2021
Sampling method	N/A all service users in scope
Data collection method	A programme of research was carried out on a face to face basis in town centres across East Dunbartonshire during a two week fieldwork period/ The same survey questionnaire was promoted by East Dunbartonshire and made available to complete online for East Dunbartonshire Residents.
Response rate and definition and method of how calculated	N/A
Any incentives?	No
Number of interviewers	7 interviewers were working on this.
Interview validation methods	10% of each interviewers work was validated by remote listening to ensure that interviews have been completed accurately and in line with ISO 20252 standards.

Showcards or any other materials used?	Showcards used as per instructions on questionnaire
Weighting procedures	Not applicable
Estimating and imputation procedures	Not applicable
Reliability of findings	Not applicable